

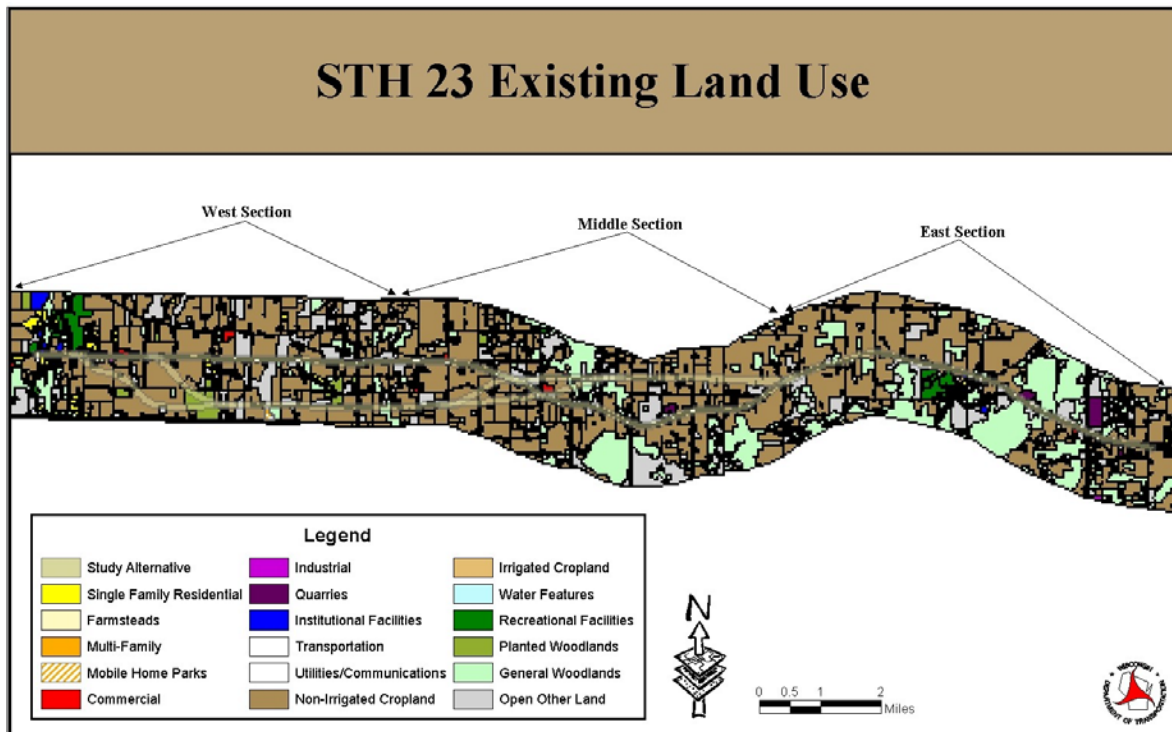
Wisconsin Department of Transportation

A. GENERAL ECONOMICS IMPACT EVALUATION

EXISTING ECONOMIC CHARACTERISTICS

Describe, briefly, the existing economic characteristics of the area around the project. This could include type(s) of farming, retail or wholesale businesses, manufacturing, tourism, or other elements contributing to the area's economy and potentially affected by the project.

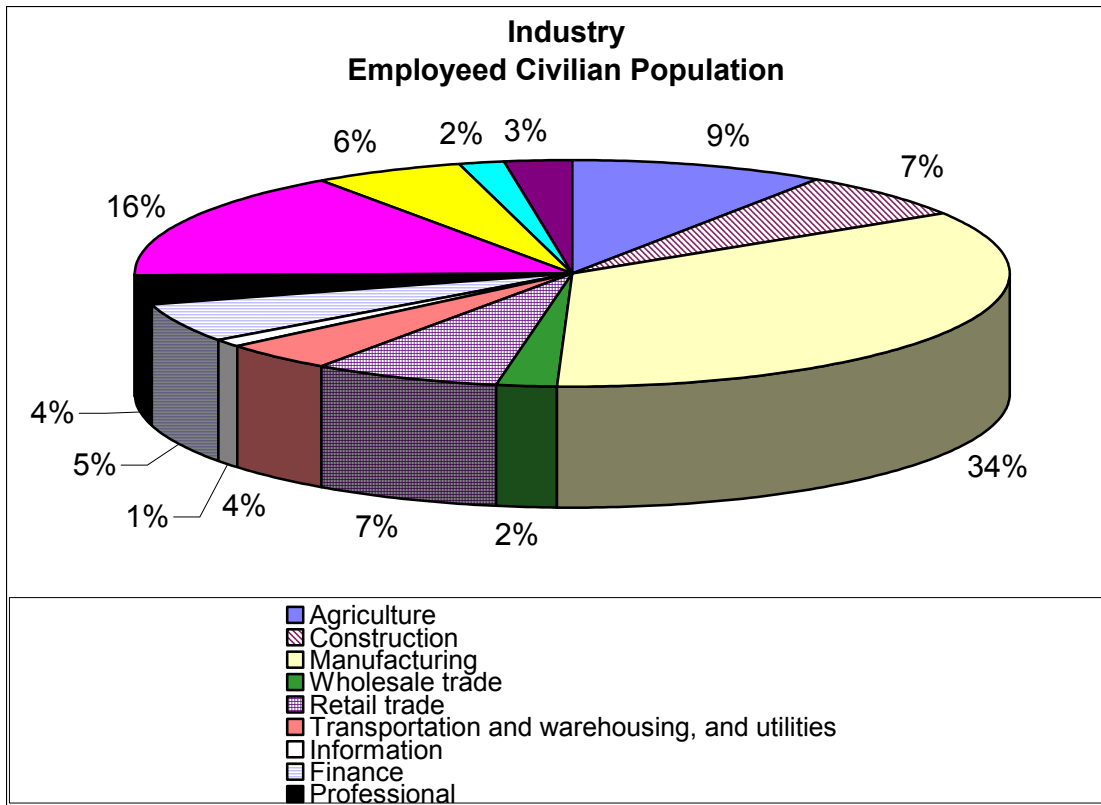
The main economic centers in this area exist in the cities of Fond du Lac and Sheboygan. A majority of land in the study area is used as non-irrigated cropland as indicated by the color brown on the land use map below (See larger map on page D-8, Section IV).



The following is a list of businesses in the study area.

- Ledgerview Precast Concrete
- Sheboygan County Gravel Pit
- Banner Feed and Equipment
- American Implement
- Citgo Gas Station
- Whispering Springs Golf Course
- Hilltop Self-Storage
- B&B Farm Market and Beefalo's
- Forest Auto Sales Used Cars
- Engine and Machine Shop (part of junkyard)
- Emerich Sales and Service LLC
- Bagger and Bags LLC
- Peebles Auto Center
- I-Deal Auto Sales and Service
- Fireworks Co.
- Sheep, Wool, and Sheepskins (for sale)

Thirty-four percent of the population in the Townships of Greenbush, Empire and Forest are employed in the manufacturing sector. Twenty-four percent of the Town of Empire's population is employed in the educational, health and social services sector. The chart below shows industry for the employed civilian population 16 years and older.



See Appendix C for a summary of Industries and Occupations by employed civilian population 16 years and over for each municipality.

ECONOMIC ADVANTAGES AND DISADVANTAGES

Discuss the economic advantages and disadvantages of the proposed action. Indicate how the project would affect the characteristics described in item 1 above.

The economic impact of the **No Build Alternative** would primarily be noticed in the long-term future. Increased traffic would create more congestion on WIS 23 and result in less efficient movement of goods between economic centers.

All build alternatives involve capacity expansion from two lanes to four lanes. An economic advantage of the proposed action is the travel timesavings and improved safety due to reduced delays and congestion. The build alternatives will up-date WIS 23 to meet the standards for Corridor 2020 connector routes and maintain the efficient cost of moving goods and services between economic centers.

Depending on the design of WIS 23, accesses may be altered by locating the access to a safer location such as an abutting local street. Some businesses will not have direct access to WIS 23. This will not have a detrimental affect to most businesses. However, the Citgo gas station relies on drive-by traffic and may be adversely affected if any version of Alternative 3 is chosen.

POTENTIAL FOR ECONOMIC DEVELOPMENT

In general, will the proposed action increase or decrease the potential for economic development in the area influenced by the project.

The proposed build alternatives alone will not increase or decrease the potential for economic development. Drivers' travel time and ability to access properties will not change. The build alternatives will up-date WIS 23 to meet the standards for Corridor 2020 connector routes and maintain the efficiency of moving goods and services between economic centers. Efficient movement of goods is attractive to businesses located in urbanized areas such as Fond du Lac and Sheboygan. In contrast, over time, increased congestion associated with the no-build alternative could adversely affect the local economy. Long-term impacts of the No Build alternative may include increased travel time costs for highway users including businesses.

Wisconsin Department of Transportation

B. COMMUNITY OR RESIDENTIAL IMPACT EVALUATION

COMMUNITY OR NEIGHBORHOOD AFFECTED

Describe community or neighborhood affected. Include name, population, characteristics, and incorporation.

No Build Alternative

No effects.

All Build Alternatives

No effects. WIS 23 serves as a roadway that allows people to drive to community facilities such as churches, commercial development, parks, municipal buildings, etc. The build alternatives will allow residents to continue to drive to community facilities. WIS 23 will neither act as a barrier nor divide any communities or community facilities that foster community cohesion.

EXISTING TRANSPORTATION MODES WITHIN COMMUNITIES

Identify and discuss the existing modes of transportation and their traffic within the community or neighborhood.

The primary mode of transportation on WIS 23 is automobile travel including 14% trucks. Farm equipment also uses WIS 23 to access farms and farm fields.

Fond du Lac Area Transit runs special routes to area schools. These routes called school trippers serve the area of the school and run only at school opening and closing times. Route 120 serves St. Mary Springs High School from areas east of CTH K.

Fond du Lac Area Transit, in a joint and cooperative effort with the City of Fond du Lac and Fond du Lac County, offers a transportation alternative for those citizens who are unable to use regular transit service. The paratransit service is called HANDI-VAN. This is a wheel chair lift equipped van service. The curb-to-curb service is to all areas within the Fond du Lac corporate limits, plus portions of neighboring towns with 3/4 of a mile from a fixed bus route.

JOBTRANS is a general public shared ride taxi arrangement between Fond du Lac Area Transit and a private city taxi company for individuals within the City of Fond du Lac and Village of North Fond du Lac who reside or wish to travel more than two tenths of a mile (1065 feet) from a fixed bus route and within a designated JOBTRANS service area. JOBTRANS marketing objective is work commuting but is available for any purpose.

CHANGES TO TRANSPORTATION MODES WITHIN COMMUNITIES

Identify and discuss the probable changes resulting from the proposed action to the modes of transportation and their traffic within the community or neighborhood.

No Build Alternative

No effects will occur in the short-term. Not providing additional capacity will result in increased congestion and increased difficulty crossing and entering the highway in the long-term.

All Build Alternatives

All build alternatives involve capacity expansion from two lanes to four lanes. The additional capacity will allow WIS 23 to provide good long-term operational characteristics. The proposed action will also improve travel safety by reducing conflict points. Driveways may be relocated, if possible, to safer locations. Medians will be wide enough to accommodate farm equipment. Farm machinery can cross two lanes of traffic from one direction and wait in the median for a gap in traffic from the other direction. This may be easier than waiting for a gap in traffic from both directions. Wider shoulders can better accommodate farm machinery outside of the paved travel lanes.

The table below shows the highway capacity analysis results. Please refer to Section I, pages I-3 to I-8 for a detailed description of the probable changes to traffic operations.

Highway Capacity Analysis Results					
WIS 23 Segment	Segment Length In Miles	Percent No Passing	Existing Level of Service 2001	Future (2030) LOS <u>No-Build</u>	Future (2030) LOS <u>FOUR-LANES</u>
County K to County UU	1.3	44	LOS D	LOS E	LOS B
County UU to County W	5.5	19	LOS C	LOS D	LOS A
County W to County T	8.0	26	LOS C	LOS D	LOS A
County T to County P	4.3	13	LOS C	LOS D	LOS A

EFFECTS ON LAND USE PLANS

Discuss the proposed action's effect(s) on existing and planned land use in the community or neighborhood.

No Build Alternative

No effects.

All Build Alternatives

Farmland preservation is important to residents in the area of the project. All build alternatives will acquire farmland. Farm homesteads and buildings located next to WIS 23 right-of-way may be directly affected depending on where the additional lanes are constructed. WIS 23 alternatives on new location (not adjacent to WIS 23) will not directly impact farm buildings or homes.

The build alternatives will not affect existing and planned land use. Transportation improvements can and do facilitate secondary and cumulative effects, especially if the transportation improvement affects travel characteristics by improving speed and/or land accessibility.

The build alternatives will not include the construction of new access. Access characteristics will be very similar to what they are today. Some driveways may be relocated to abutting local roads. Some public intersections will be redesigned using current and up-dated design standards to improve safety.

EFFECTS ON EMERGENCY AND PUBLIC SERVICES

Address any changes to emergency services or other public services during and after construction of the proposed project.

No Build Alternative

No effects.

All Build Alternatives

There will be minimal to no effect on emergency or other public services after construction of the proposed project. Determinations of emergency service routes have been made and will remain open to WIS 23 with improvements. Some local road intersections may be removed.

PHYSICAL AND ACCESS CHANGES TO PROPERTIES

Describe any physical or access changes and their effects to lot frontages, driveways, or sidewalks.

No Build Alternative

No effects.

All Build Alternatives

The effects on residential properties will vary depending on final design. These could include effects on side slopes or driveways (steeper or flatter) reduced terraces, tree removal, vision corners, sidewalk removal, etc.

EFFECTS ON COMMUNITY FACILITIES

Indicate whether a community/neighborhood facility will be affected by the proposed action and indicate what effect(s) this will have, overall, on the community/neighborhood. Also include and identify any minority population or low-income population that may be affected by the proposed action.

No Build Alternative

No effects.

All Build Alternatives

St.Mary's Springs private school has a baseball diamond that may be directly affected by improvements made to the WIS 23 and CTH K intersection. Accessibility to this field may be affected especially if the recreational facility needs to be relocated. This is not a 4(f) property since it is privately owned.

AFFECTED POPULATIONS

Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, Factor Sheet E, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements

No known concentration of predominant ethnic minority, elderly, or handicapped people were detected through the U.S. Census information.

Disabled population affected

No Build Alternative

☒ NO ☐ YES, If so describe:

Alternative 1

☒ NO ☐ YES, If so describe:

Alternative 2

☒ NO ☐ YES, If so describe:

Alternative 3

☒ NO ☐ YES, If so describe:

Elderly population is not affected

No Build Alternative

☒ NO ☐ YES, If so describe:

Alternative 1

☒ NO ☐ YES, If so describe:

Alternative 2

☒ NO ☐ YES, If so describe:

Alternative 3

☒ NO ☐ YES, If so describe:

Minority populations are not affected

No Build Alternative ☒ NO ☐ YES, If so describe:

Alternative 1 ☒ NO ☐ YES, If so describe:

Alternative 2 ☒ NO ☐ YES, If so describe:

Alternative 3 ☒ NO ☐ YES, If so describe:

The Town of Greenbush has approximately 25% minority population. The Kettle Moraine Correctional Institution is located in the Town of Greenbush and partially in the Town of Mitchell. Kettle Moraine Correctional Institution population as of July 5, 2004 is 1,177. According to the U.S. Census, 704 minorities live in the Town of Greenbush and as of July 5, 2004, 648 minorities reside at the Kettle Moraine Correctional Institution. Visitor access will remain the same for all alternatives.

Low-income populations are not affected

No Build Alternative ☒ NO ☐ YES, If so describe:

Alternative 1 ☒ NO ☐ YES, If so describe:

Alternative 2 ☒ NO ☐ YES, If so describe:

Alternative 3 ☒ NO ☐ YES, If so describe:

IMPORTANT OR CONTROVERSIAL FACTORS

Identify and discuss, in general terms, factors that residents have indicated to be important or controversial.

Farmland preservation is important to this area. Residents are very interested in preserving the rural character of the area and are in favor of preventing or minimizing urban sprawl. There is also mixed reaction for providing a separate transportation accommodations for bicyclists and pedestrians via a separate trail along WIS 23 from the City of Fond du Lac to the Town of Greenbush. Those interested in farmland preservation may not be in favor of this accommodation because more farmland would be acquired to construct the trail. Fond du Lac and Sheboygan Counties are in favor of a trail along WIS 23 and will hold meetings to help determine support and location for the trail.

RESIDENTIAL BUILDINGS REMOVED

Indicate the number and type of any residential buildings (single family homes, apartment buildings, duplexes, condominiums, etc) that would be removed because of the proposed action.

More detailed information on residential relocations is found in the Conceptual Stage Relocation Plan in Appendix B.

No Build Alternative No occupied residential buildings will be acquired.

<u>All Build Alternatives</u>	<u>Alternative 1</u>	<u>Alternative 2</u>	<u>Alternative 3</u>
Single Family Homes	26	19	8
Apartment Buildings, Duplexes or condominiums	0	0	0

See Households displaced below for type of buildings removed.

HOUSEHOLDS DISPLACED

Estimate the number of households that would be displaced from the Occupied residential buildings.

No Build Alternative

No occupied residential buildings will be acquired.

All Build Alternatives

Number by Ownership	Alternative 1	Alternative 2	Alternative 3
Number of households living in owner-occupied building:	26	19	8
Number of households living in rented quarters:	1	2	1
Number of household to be relocated that have:			
1 bedroom	0	0	0
2 bedrooms	0	0	0
3 bedrooms	15	12	7
4 or more bedrooms	11	7	1
Number relocated households by type and price range of dwelling			
Number of single-family dwellings below \$130,000	14	10	5
Number of single-family dwellings \$130,000 and above	13	9	3

RELOCATION POTENTIAL IN THE COMMUNITY

The Conceptual Stage Relocation Plan (Appendix B) states that the real estate market is very active with an abundant number of transactions. The potential number of displacements caused by this project will not cause undue hardship to the local real estate market. Only direct replacements of the above household displacements are found below.

Number of available dwellings that have:

2 bedrooms	2
3 bedrooms	24
4 or more bedrooms	17

Number of available and comparable dwellings by type and price.(Include dwellings in price ranges comparable to those being dislocated, if any.)

Number of available and comparable:	2 Bedrooms	3 Bedrooms	4 Bedrooms
Single-family dwellings in the price range under \$99,000	2	3	0
Single-family dwellings in the price range of \$100,000 to \$149,999	0	5	0
Single-family dwellings in the price range of \$150,000 to \$249,999	0	8	8
Single-family dwellings in the price range over \$250,000	0	8	10

INFORMATION SOURCES

☒ WisDOT Real Estate

☒ Multiple Listing Service (MLS)

☐ Newspaper listing(s)

☒ Other - Identify: US Census Bureau

RELOCATED HOUSEHOLDS CHARACTERISTICS

Indicate the number households to be relocated that have the following special characteristics.

Based on the project's public involvement process to date, there are no known special household characteristics with respect to race, income level, tenure, elderly, or other factors.

RELOCATED ASSISTANCE

Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation. 49 CFR Part 24

Federal property acquisition law provides for payment of just compensation for residences displaced by a federally funded transportation project. Acquisition price, replacement dwelling costs, moving expenses, increased rental or mortgage payments, closing costs, and other relocation costs are covered. No person would be displaced unless a comparable replacement dwelling is provided. Compensation is available to all displaced persons without discrimination.

RELOCATION DIFFICULTIES

Identify any difficulties or unusual conditions for relocating households displaced by the proposed action

There appears to be no unusual circumstances regarding the residential relocations.

SPECIAL RELOCATION ASSISTANCE NEEDED

Indicate whether Special Relocation Assistance Service will be needed? Describe any special services or housing programs needed to remedy identified difficulties or unusual conditions noted in item #14 above. Describe services that will be required.

There appears to be no special relocations assistance needed.

MEASURES TO MINIMIZE EFFECTS ON RELOCATIONS

Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

No community facilities will be affected. WisDOT will work with those affected to find the best solution to the relocated household in a timely fashion. WisDOT will consider early acquisition based on individual circumstances that may arise prior to the real estate acquisition time frame already proposed for the WIS 23 expansion project.

Wisconsin Department of Transportation

C. ECONOMIC DEVELOPMENT AND BUSINESS IMPACT EVALUATION

ECONOMIC DEVELOPMENT OR EXISTING BUSINESS AREAS AFFECTED

Describe the economic development or existing business areas affected by the proposed action

No Build Alternative

Over time, increased congestion associated with the no-build alternative could adversely affect the local economy. Long-term impacts of the No Build alternative may include increased travel time costs for highway users including businesses.

Alternative 1

Sheep, Wool, and Sheepskins (for sale), Bagger and Bags LLC, Peebles Auto Center, Fireworks Co. and Banner Feed and Equipment are businesses that may be taken. Relocated businesses may have to establish new customer base if located an unreasonable distance from the existing location.

Farm businesses may be affected by loss of farmland, removal of some farm buildings, and entire operations shutting down.

Alternative 2

Bagger and Bags LLC and Peebles Auto Center are businesses that may be taken.

Farm businesses may be affected by loss of farmland, removal of some farm buildings, and entire operations shutting down. The portion of this alternative located on new alignment will not affect farm buildings.

The build alternatives will improve travel time and safety due to reduced delays and congestion. The build alternatives will up-date WIS 23 to meet the standards for Corridor 2020 connector routes and improve the cost of moving goods and services between economic centers.

Alternative 3

The gas station at CTH W would not be located adjacent to the relocated WIS 23. The gas station would not have WIS 23 drive-by traffic and may experience a decrease in sales. Farm businesses may be affected by loss of farmland. The portion of this alternative located on new alignment will not affect farm buildings.

Build Alternatives

All build alternatives will improve travel time and safety due to reduced delays and congestion. The build alternatives will up-date WIS 23 to meet the standards for Corridor 2020 connector routes and improve the cost of moving goods and services between economic centers.

EXISTING TRANSPORTATION MODES

Identify and discuss the existing modes of transportation and their traffic within the economic development or existing business area.

No Build Alternative

Long-term impacts of the No Build alternative may include increased travel time costs for highway users including businesses due to increased congestion.

All Build Alternatives

There are no economic development or business areas on or adjacent to the proposed alignments. WIS 23 is a connection between economic centers and business areas in Sheboygan and Fond du Lac. All build alternatives involve capacity expansion from two lanes to four lanes. An economic advantage of the proposed action is the travel time and improved safety due to reduced delays and congestion. The build alternatives will up-date WIS 23 to meet the standards for Corridor 2020 connector routes and improve the cost of moving goods and services between economic centers.

Farm access will continue to exist on STH 23 allowing agricultural business to carry on. Medians will be wide enough to accommodate farm equipment. Farm machinery can cross two lanes of traffic from one direction and wait in the median for a gap in traffic from the other direction. This may be easier than waiting for a gap in traffic from both directions. Wider shoulders can better accommodate farm machinery outside of the paved travel lanes.

AFFECTED POPULATIONS

Briefly describe the affect of the proposed action on the community/neighborhood and population. Include demographic characteristics of those affected by the proposal.

The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low-income population would experience a disproportionately high and adverse effect.

No known concentration of predominant ethnic minority, elderly, or handicapped people were detected through the U.S. Census information.

The Town of Greenbush has approximately 25% minority population. The Kettle Moraine Correctional Institution is located in the Town of Greenbush and partially in the Town of Mitchell. Kettle Moraine Correctional Institution population as of July 5, 2004 is 1,177. According to the U.S. Census, 704 minorities live in the Town of Greenbush and as of July 5, 2004, 648 minorities reside at the Kettle Moraine Correctional Institution.

ECONOMIC EFFECTS DEPENDENT ON FACILITY

Identify and discuss effects on the economic development potential and existing businesses that are dependent upon the transportation facility for continued economic viability. Include effects that may occur during construction

The proposed action will change the conditions for a business that is dependent upon the transportation facility. Identify effects.

No Build Alternative

☒ **NO** ☐ **YES, If so describe:**

Alternatives 1 & 2

☒ **NO** ☐ **YES, If so describe:**

Alternative 3

☐ **NO** ☒ **YES, If so describe:** The Citgo gas station at CTH W would not be located adjacent to the relocated WIS 23. The gas station would not have WIS 23 drive-by traffic and may experience a decrease in sales.

BUSINESSES AND JOBS CREATED OR DISPLACED

Estimate the number of businesses and jobs that would be created or displaced because of the project.

Number created/displaced by type including number of jobs: It is unknown if business or jobs will be created because of the project. See chart below for possible jobs displaced.

	<u>No Build</u>	<u>Alternative 1</u>	<u>Alternative 2</u>	<u>Alternative 3</u>
Retail businesses displaced	0	0	0	0
Retail jobs displaced	0	0	0	0
Service businesses displaced	0	2	2	0
Service jobs displaced	0	6	6	0
Wholesale businesses displaced	0	2	0	0
Wholesale jobs displaced	0	20	0	0
Manufacturing businesses displaced	0	0	0	0
Manufacturing jobs displaced	0	0	0	0
Agricultural businesses displaced	0	11	5	3
Agricultural jobs displaced	0	28	13	8
 Total number of businesses displaced	 0	 15	 7	 3
Total number of jobs displaced	0	54	19	8

RELOCATION POTENTIAL IN THE COMMUNITY

Describe the business relocation potential in the community. Include total number of available business buildings in the community

The Conceptual Stage Relocation Plan (Appendix B) states that there are local commercial real estate listings for potential displacements.

RELOCATION ASSISTANCE NEEDED

No Build Alternative

☒ **NO** ☐ **YES, Describe relocation:**

Alternative 1

☐ **NO** ☒ **YES, Describe relocation:** Exact businesses to be relocated are dependent upon the final design of additional lanes.

Alternative 2

☐ **NO** ☒ **YES, Describe relocation:** Exact businesses to be relocated are dependent upon the final design of additional lanes.

Alternative 3

☐ **NO** ☒ **YES, Describe relocation:** Exact businesses to be relocated are dependent upon the final design of additional lanes.

INFORMATION SOURCES

☒ **WisDOT Real Estate**

☐ **Multiple Listing Service (MLS)**

☐ **Newspaper listing(s)**

☐ **Other - Identify:**

RELOCATED ASSISTANCE

Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation. 49 CFR Part 24

See the Conceptual Stage Relocation Program Plan in Appendix B for a description of the relocation assistance provided.

RELOCATION DIFFICULTIES

Identify any difficulties for relocating a business displaced by the proposed action and describe any special services needed to remedy identified unusual conditions.

There appears to be no unusual circumstances regarding the business relocations.

MEASURES TO MINIMIZE EFFECTS ON RELOCATIONS

Describe any additional measures that would be used to minimize adverse effects or provide benefits to those relocated, those remaining.

WisDOT will work with those affected to find the best solution to the relocated businesses in a timely fashion.

GENERAL EFFECTS

Generally describe both the beneficial and adverse effects accruing to:

- a) **The area's economic development potential or existing business area caused by the proposed action. Include any factors identified by a businessperson that they feel are important or controversial.**

Generally, an economic advantage of build alternatives is the travel time and improved safety due to reduced delays and congestion. The build alternatives will up-date WIS 23 to meet the standards for Corridor 2020 connector routes and maintain the efficient cost of moving goods and services between economic centers.

Farmland preservation is important to residents in the area of the project. All build alternatives will acquire farmland. Farm homesteads and buildings located next to WIS 23 right-of-way may be directly affected depending on where the additional lanes are constructed. Alternative 1 will displace approximately 11 farms. Alternative 2 will displace 5 farms. Alternative 3 will displace 3 farms. WIS 23 alternatives on new alignment will not directly impact farm buildings or homes.

Stakeholders also expressed concern about severing farms. Alternative 1 would not sever any farms. Alternative 2 would sever 5. Alternative 3 severs 28 farms.

- b) **The employment potential and existing employees in businesses affected by the proposal. Include, as appropriate, a discussion effects accruing to minority populations or low-income populations.**

Due to the nature of the business displacements, no unusual requirements are anticipated that would preclude successful relocation and continued employment for existing employees. There are no known age, ethnic, handicapped, or minority characteristics that would require special relocation consideration for any business displacement.

Wisconsin Department of Transportation

D. AGRICULTURAL IMPACT EVALUATION

The Department of Agriculture, Trade and Consumer Protection (DATCP) and WisDOT has agreed that it is prudent to delay the Agricultural Impact Study (AIS) until the Final EIS (According to WisDOT FDM 21-25-30). The information in the draft EIS includes appropriate information developed in consultation with DATCP.

These numbers below are estimates using aerial photography, plat maps, and field observations. Correct number of Farm Operations in which property will be acquired will be determined in the Agricultural Impact Study after the alternative is selected. Actual individual farms affected could change depending on leased acreage.

TYPE OF LAND ACQUIRED

Indicate the type land acquired such as cropland and pasture, woodland, and land of undetermined or other use (e.g., wetlands, yards, roads, etc.)

Type of Land acquired from Farm Operations:	No Build	Alternative 1	Alternative 2	Alternative 3
Crop land and pasture acres	0	128	169	296
Woodland acres	0	2	16	39
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.) acres	0	27	39	43
TOTAL ACRES	0	169	238	302

NUMBER OF FARMS ACQUIRED

Indicate the number of farms operations from which land will be acquired.

Total Number of Farm Operations from which:	No Build	Alternative 1	Alternative 2	Alternative 3
Land will be acquired	0	42	43	5
1 acre or less will be acquired	0	14	8	10
More than 1 acre but Less than 5 acres will be acquired	0	20	15	7
More than 5 acres will be acquired	0	8	20	35

EFFECTS TO FARM OPERATIONS

Identify and describe the effects to farm operations because of land lost due to the project.

<u>No Build</u>	This alternative would not directly cause the loss of farmland.
<u>Alternative 1</u>	Numerous farm operations would lose agricultural land adjacent to the existing highway. Acreages would vary depending upon the frontage length. Typical right of way needed would likely be about 120 feet from the existing centerline. About 130 acres of farmland would be disrupted and approximately 11 farm operations would be displaced .
<u>Alternative 2</u>	Numerous farm operations would lose agricultural land adjacent to the existing highway. Acreages would vary depending upon the frontage length. Typical right of way needed would likely be about 120 feet from the existing centerline. About 170 acres of farmland would be disrupted and approximately 5 farm operations would be displaced . In addition, Segment B of this alternative would sever approximately 5 farm operations. Of the 170 acres needed for this alternative, about 90 of those acres are not near existing WIS 23 and have not been previously disturbed by highway traffic.
<u>Alternative 3</u>	Unlike Alternatives 1 and 2, farm operations on WIS 23 would be less affected from the loss of agricultural land adjacent to the existing highway in Alternative 3. The majority of acreage lost would be from farms off of existing WIS 23, previously not disturbed by highway traffic. About 290 acres of farmland would be disrupted from over 35 farm operations. Approximately 3 farm operations would be displaced . In addition, Segment B of this alternative would sever approximately 5 farm operations. Of the 290 acres needed for this alternative, about 30 of those acres are from operations adjacent to existing WIS 23.

CHANGE TO FARM ACCESS

Describe changes in access to farm operations caused by proposed action.

<u>No Build</u>	This alternative would not directly cause the loss of farmland.
<u>Build Alternatives</u>	WisDOT will work with farm operations to minimize or combine as many access points as possible. Intermittent median cross over points will provide safer crossings.
<u>Alternative 1</u>	This alternative would remove approximately 11 farmsteads and related access points and numerous other field access points.
<u>Alternative 2</u>	This alternative would remove approximately 5 farmsteads and related access points and numerous other field access points. Segment B will sever several farm fields that will create either new highway crossings or greater distances to travel for the farmer.
<u>Alternative 3</u>	This alternative would remove approximately 3 farmsteads. This alternative would require the removal of the fewest existing access points. However, in addition to the Segment B impacts described in Alternative 2, there will be approximately 25 additional farm severances and the related problems to provide either new highway crossings for access or greater distances to travel for the farmer.

FARM SEVERENCE

Indicate whether a farm operation will be severed because of the project and describe the severance (include area of original farm and the size of any remnant parcels).

The estimated number of farm severances and the remnant parcel sizes are, at this time is not completely known. The AIS will evaluate the properties being severed and the actual size of parcels being affected for the Final EIS.

Total Number of Farm Operations to be severed:	<u>No Build</u>	<u>Alternative 1</u>	<u>Alternative 2</u>	<u>Alternative 3</u>
	0	0	5	28

EFFECTS ON FARM BUILDINGS

Identify and describe effects generated by the acquisition or relocation of farm operation buildings, structures or improvements, e.g., barns, silos, stock watering ponds, irrigation wells, etc. As appropriate, address the location, type, condition and importance to the farm operation.

A complete list of the estimated number of farm building affected is not complete at this time. The AIS will evaluate the properties being affected and the actual farm structures that may be affected, available for the Final EIS.

<u>No Build</u>	This alternative would not directly cause the loss of farm buildings.
<u>Alternative 1</u>	This alternative would affect approximately 26 farm buildings .
<u>Alternative 2</u>	This alternative would affect approximately 17 farm buildings
<u>Alternative 3</u>	This alternative would affect approximately 7 farm buildings

CATTLE/EQUIPMENT CROSSINGS

Describe effects caused by the elimination or relocation of a cattle/equipment pass or crossing. Attach plans, sketches, or other graphics as needed to clearly illustrate existing and proposed location of any cattle/equipment pass or crossing:

- ☒ **Does not Apply** There are no known cattle crossings being used along the Highway 23 corridor.
- ☐ **Replacement of an existing cattle/equipment pass or crossing is not planned. Explain**
- ☐ **Cattle/equipment pass or crossing will be replaced**
- ☐ **Replacement will occur at same location**
- ☐ **Cattle/equipment pass or crossing will be relocated. Describe**

OBLITERATION OF OLD ROADWAY

Describe the effects generated by the obliteration of the old roadway.

None of the alternatives have substantial amounts of obliterated roadway. If any of the existing Highway 23 is not used as a part of Alternate 2 or Alternate 3, then the existing roadway ownership will be transferred to a local municipality. Any small areas of roadway that need to be obliterated will be graded such that it blends in with adjacent land.

CHANGES IN LAND USE

Identify and describe any proposed changes in the land use or secondary development that will affect farm operations that relate to the development of this project.

None of the alternatives propose any change in adjacent farmland use other than the acreage converted to highway right of way. Secondary development could effect farm operations and would need to follow local government growth plans.

OTHER PROJECT-RELATED EFFECTS

Describe any other project-related effects identified by a farm operator or owner that may be adverse, beneficial or controversial.

No Build This alternative would not effect any farm operations. Transporting farm equipment along or across WIS 23 will continue to become more dangerous as traffic increases.

Build Alternatives Where the existing highway will be used for expansion, transportation of equipment along or across WIS 23 will become considerable safer. However, some field access points may not be accessible without crossing at provided median crossovers.

Alternative 2 Many farm operators have concerns over severed fields, previously undisturbed prime farmland.

Alternative 3 Many farm operators have concerns over severed fields, previously undisturbed prime farmland.

AFFECT ON MINORITY FARM OWNERS

Indicate whether minority population or low-income population farm owners, operators, or workers will be affected by the proposal. (Include migrant workers if appropriate.).

☒ **No effects will accrue to farm owners, operators or workers from minority populations or low-income populations. According to DATCP, the bulk crops grown in this area are corn and soybeans. These crops are harvested using farm machinery.**

☐ **Yes - Discuss**

MEASURES TO MINIMIZE EFFECTS OR ENHANCE BENEFITS

Describe measures to minimize adverse effects or enhance benefits.

During the final design, consideration will be given to selecting an alignment that minimizes the impacts to agricultural fields and buildings. During construction, reasonable access will be provided to agricultural land. Existing drainage systems, ditches and tiles, will be kept operational at all times during construction. WisDOT will work with farm owners to minimize project impacts. Full consideration will be given to the recommendations of the Department of Agriculture, Trade, and Consumer Protection's Final Agricultural Impact Statement. See Section VI, Comments and Coordination, for a copy of the Agricultural General Impact Letter.

Wisconsin Department of Transportation

F.

WETLANDS IMPACT EVALUATION

TYPE OF IMPACT

Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, other.

No Build Alternative

This alternative requires no wetland conversion and has no impacts.

Build Alternatives

All three of the build alternatives will impact some wetland areas. Wetland impacts will first be avoided then minimized. Wetland areas unable to be avoided or minimized will require appropriate wetland mitigation. In addition to loss of wetland acreage, the project would also affect wetland function and value. Filling of wetlands eliminates wildlife habitat for species dependent on the wetland for food, cover, and reproduction. Loss of wetland vegetation and soils reduces the nutrient retention sediment trapping, and flood buffering would be diminished. Drainage structures would be incorporated into the project to minimize potential impacts of wetland severance that might otherwise disrupt wetland hydrology where groundwater inflow provides the water sources to wetlands. The final wetland mitigation plan will be developed during the engineering design phase. Natural areas have been located and described by the WDNR. The WDNR comments are found in Appendix D, and in more detail below.

WETLAND LOCATION

Describe the location of wetland(s) affected by the proposal. Include wetland name(s), if available. (Use maps, sketches, or other graphic aids.)

Isolated from stream, lake or other water body (e.g., perched wetland)?

Adjacent (within 5-year floodplain) to a stream thread?

Contiguous (in contact) with a stream, lake, or other water body?

Alternative 1

This alternative has identified 49 individual areas of wetlands ranging in size from 0.06 acres to 10.84 acres, totaling nearly 104 acres within the corridor. The WisDOT and WDNR identified these wetlands in the field concomitantly. See Wetland Type Maps on pages F7 to F11. Most of the wetland areas are found on just one side of the existing highway or another and will only be affected if the additional lanes are constructed on that wetland side. An estimate of likely wetland affects total about 58 acres. In this alternative, there is an area of 0.3 acres and 5.6 acres contiguous to the Sheboygan and Mullet Rivers, respectively. A 3.6-acre mitigation pond site from previous highway work is located adjacent to the road also. *Natural Area #3* (on the Natural Environment Map-West, page K-3) is in the Floodplain of the Sheboygan River on the south side of WIS 23, in the Town of Forest. This area has subsurface drainage patterns off of a hillside that make the wetlands atypical and difficult to delineate.

Alternative 2

Alternative 2 has nearly all the same delineated wetland area as Alternate 1, including the Sheboygan River crossing (bridge), *Natural Area #3*, and the Mullet River crossing (culvert), but not the mitigation pond. The section of this corridor not along the existing roadway identifies about 16 different wetland acres, with an estimated 12 of those acres that will be directly affected. This alternative has identified 43 individual areas of wetlands ranging in size from 0.04 acres to 10.84 acres, totaling nearly 97 acres within the corridor. An estimate of likely wetland affects total about 52 acres. See Wetland Type Maps on pages F7 to F11. *Natural Area #4*. In the Town of Forest, has a high quality Cedar Swamp, see the Natural Environment Map-Middle. This area is found in a wooded ravine with some natural springs. The area is found on the south edge of a wooded wetland that extends northward about 2 miles to the Sheboygan River. These areas are sensitive to changes in groundwater composition. Any changes in later flow may result in pH changes and could have a detrimental effect to the cedar stand. WDNR concerns for this wetland area have resulted in a shift in Alternative 2 to avoid as much of the wetland as possible. See the Section II page II-5 for a description. An estimated 4 acres of this site would be directly affected.

Alternative 3

This alternative identifies 117 to 146 acres within the studied corridor, varying for the connection (Alternative 3 to 6). An estimated 64 to 79 acres would be impacted directly due to road construction. This alternative impacts the same wetlands as Alternate 2 in Sheboygan County. In Fond du Lac County the alternative has contiguous wetlands with Taychedah Creek, affecting up to 14.3 acres. *Natural Areas #1 and #2* are found near the Sheboygan River in the Forest Township. See the Natural Environment Map-West, page K-3. *Natural area #5*, is a wetland area at the upper reaches of the Town of Forest Swamp, just south of *Natural Area #4* in Alternative 2, see the Natural Environment Map-Middle, page K-4. This wetland provides surface and ground water recharge to the

block of white cedars in area #4. *Natural Area #6*, the Dreifuerst Wetlands and *Natural Area #7*, the Theel/Seibel Wetland, both in the Empire Township are fairly large wetland complexes and a wildlife travel corridors. See the Natural Environment Map-West, page K-3.

INHABITING WILDLIFE

List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland. (List should include both permanent and seasonal residents).

Alternative 1 Waterway and adjacent upland areas produce broods of mallards, teal, wood ducks, beaver, and muskrat. The state threatened Cerulean Warbler and Hooded Warbler may use the lowlands found in the Mullet Creek Wildlife Area, south of the existing highway, near Hillview road. Runoff from highway construction could impact this area and needs to be addressed.

Alternative 2 In this alternative, Section 10 in the Town of Forest contains the largest block of forested land on private lands in Fond du Lac County. This block of white cedar swamp hardwoods has numerous springs and extends into the Township of Marshfield. This area provides outstanding wildlife habitat for turkey and deer. Additionally, this area is one of the only ruffed grouse habitat components in Fond du Lac County. The Wisconsin DNR recommends that an endangered resource survey be conducted if this alternative is selected. A Private Lands Wildlife Biologist has a wild pheasant restoration project in parts of Fond du Lac and Sheboygan Counties, including the south half of Sections 11 and 12 in Forest Township. The critical wild pheasant habitat components are securing upland nesting cover such as alfalfa/brome/timothy or big bluestem, Indian grass and switchgrass, and shrub-carr or monotypic cattails for winter cover. Any loss of these habitat types will have a negative effect on the success of this restoration project.

Alternative 3 This alternative would affect the sedge meadow, which provides nesting habitat for blue-winged teal, mallards, and ring necked pheasants, and sandhill cranes in Section 18 of the Forest Township (*Natural Area #2*). The shrub swamp in this area provides habitat for deer, cottontail rabbit, and ring necked pheasant. *Natural Areas #6 and #7* would affect wildlife travel corridors.

ENDANGERED SPECIES

Are there any known endangered or threatened species affected by the project?

Build Alternatives All three alternatives cross the Niagara Escarpment east of County K. This unique geological feature is home for the Midwest Pleistocene Vertigo snail. These snails, as well as snake and bat hibernaculums could be disturbed with any alternative. If these habitats will be disturbed, the WDNR will require a survey done by the Bureau of Endangered Resources.

Alternatives 1 & 2 The state threatened Ellipse Mussel in the Mullet River is found in these alternatives. The Sheboygan River crossing near County W may also contain the Ellipse. If any work is done in these waterways, the mussels will need to be relocated. A recent mussel survey indicates that the state threatened slipper shell (*Alasmodonta viridis*) was found in the Sheboygan River within these alternatives. Endangered resource surveys will be necessary if either of these alternatives is chosen.

Alternative 3 A recent mussel survey indicates that the slipper shell (*Alasmodonta viridis*) was found in the Sheboygan River within this alternative.

PERMITTING AND MITIGATION

Section 10 Waters: For navigable waters of the United States (Section 10) indicate which Nationwide Permit is required.

Section 404 Permit.

Wetland Mitigation.

Describe methods used to avoid the use of wetlands, such as using a lower level of improvement or placing the roadway on new location, etc.

Indicate the total area of wetlands avoided.

Minimize the amount of wetlands affected.

WisDOT and WDNR staff have mutually identified potential wetland mitigation sites in the vicinity of the highway project as the corridor field reviews were being conducted. The final wetland mitigation plan will be developed during the engineering design phase. The development of the plan will be guided by the DNR and WisDOT procedures for compensating mitigation of unavoidable wetland losses resulting from highway construction (DNR/WisDOT 1991) and applicable sections of the WisDOT Wetland Mitigation Banking Technical Guidelines, of which the Interagency Coordination Agreement was signed on July 20, 1993 and revised in March 2002, by the Federal Highway Administration, the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, and the U.S. Fish and Wildlife Service. The EPA will also be involved in the development of the plan. A description of the proposed mitigation strategies can be found in Section V.

WETLAND SUMMARY

Wetland Number	Wetland Name	Acres	Estimated Acres Taken
A1 (C1 also)	Meadows	0.23	0.23
A2 (C2 also)	Meadows	0.15	0.15
A3	Shallow Marsh	0.33	0.22
A4	Shrub Scrub	0.45	0.00
A5	Meadows	1.14	0.00
A6	Shrub Scrub	0.54	0.40
A7	Meadows	0.86	0.60
A8	Meadows	0.62	0.00
A9	Wooded Swamp	0.51	0.00
A10	Shrub Scrub	0.19	0.12
A11	Meadows	0.12	0.08
A12	Meadows	1.25	0.00
A13	Wooded Swamp	0.23	0.00
A14	Meadows	1.24	0.00
A15	Shrub Scrub	1.62	0.00
A16	Meadows	4.35	3.10
A17	Wooded Swamp	0.97	0.00
A18	Meadows	0.14	0.10
A19	Meadows	0.98	0.00
A20	Shrub Scrub	1.82	0.00
A21	Meadows	0.32	0.32
A22	Meadows	0.47	0.35
A23	Shrub Scrub	3.16	2.55
A24	Wooded Swamp	3.90	3.10
A25	Shallow Marsh	10.84	9.50
A26	Meadows	0.07	0.00
A27	Riparian Emergent	1.02	0.85
A28	Riparian Emergent	1.81	0.50
A29	Meadows	0.19	0.15
A30	Meadows	0.10	0.60
A31	Meadows	2.42	2.00
A32	Meadows	0.04	0.00
A33	Meadows	0.07	0.07
A34	Meadows	0.01	0.01
A35	Meadows	0.95	0.80
A36	Meadows	0.32	0.32
A37	Meadows	1.46	0.90
A38	Meadows	0.22	0.00
A39	Meadows	0.28	0.00
A40	Meadows	0.06	0.00
A41	Meadows	1.04	0.00
A42 (C17 & C18)	Meadows	4.05	2.43
A43 (C19 also)	Aquatic Bed	1.88	1.88
A44 (C16 also)	Meadows	1.34	1.34
A45 (C20 also)	Shallow Marsh	5.98	5.98
A46	Meadows	3.23	2.00

WETLAND SUMMARY

Wetland Number	Wetland Name	Acres	Estimated Acres Taken
A46	Meadows	3.23	2.00
A47	Meadows	0.90	0.60
A48	Meadows	0.85	0.70
A49	Meadows	0.16	0.10
A50	Meadows	0.20	0.00
A51	Aquatic Bed	0.85	0.00
A52	Meadows	0.10	0.10
A53	Shrub Scrub	0.58	0.40
A54	Meadows	0.28	0.20
A55	Meadows	0.61	0.40
A56	Meadows	0.46	0.30
A57 (B11 also)	Meadows	2.70	2.00
A58 (B10 also)	Shrub Scrub	1.41	0.00
A59	Meadows	0.65	0.00
A60	Meadows	0.98	0.00
A61	Shallow Marsh	7.24	4.50
A62	Meadows	2.31	1.50
A63	Meadows	1.43	0.00
A64	Wooded Swamp	3.43	0.00
A65	Meadows	5.12	0.00
A66	Wooded Swamp	1.38	0.00
A67	Meadows	1.10	0.70
A68	Riparian Forested	1.34	0.00
A69	Riparian Forested	2.15	2.15
A70	Meadows	0.07	0.07
A71	Meadows	0.53	0.53
A72	Meadows	0.52	0.00
A73	Meadows	0.15	0.15
A74	Shrub Scrub	0.12	0.12
A75	Meadows	0.26	0.00
A76	Meadows	1.04	0.70
A77	Meadows	1.23	1.23
A78	Meadows	0.63	0.63
B1 (D2 also)	Shrub Scrub	0.25	0.25
B2 (D3 also)	Meadows	3.81	2.30
B4	Riparian Emergent	3.39	2.10
B5	Meadows	0.04	0.00
B6	Meadows	0.16	0.00
B7	Wooded Swamp	9.61	4.00
B8	Meadows	0.45	0.45
B9	Meadows	0.42	0.30
B10 (A58 also)	Shrub Scrub	2.18	2.18
B11 (A57 also)	Meadows	0.70	0.70

WETLAND SUMMARY

Wetland Number	Wetland Name	Acres	Estimated Acres Taken
C1 (A1 also)	Meadows	0.25	0.25
C2 (A2 also)	Meadows	0.14	0.14
C3	Riparian Emergent	2.48	1.50
C4	Riparian Emergent	0.98	0.60
C5 (E1 also)	Meadows	1.78	1.78
C6 (E2 also)	Shallow Marsh	7.34	5.00
C7 (E3 also)	Meadows	6.63	4.00
C8	Meadows	24.78	12.00
C9	Wooded Swamp	7.01	4.00
C10	Riparian Forested	7.21	4.25
C11	Shallow Marsh	6.68	4.00
C12 (D1 also)	Meadows	0.09	0.09
C13	Meadows	0.25	0.10
C14	Meadows	0.79	0.50
C15	Riparian Emergent	1.17	0.50
C16 (A44 also)	Meadows	1.31	0.70
C17 (A42 also)	Meadows	0.23	0.20
C18 (A42 also)	Meadows	0.24	0.20
C19 (A43 also)	Aquatic Bed	0.02	0.25
C20 (A45 also)	Shallow Marsh	6.09	4.00
C21	Wooded Swamp	3.00	2.00
C22	Meadows	0.09	0.08
D1 (C12 also)	Meadows	0.08	0.08
D2 (B1 also)	Shrub Scrub	0.20	0.10
D3 (B2 also)	Meadows	0.18	0.15
E1 (C5 also)	Meadows	3.04	2.00
E2 (C6 also)	Shallow Marsh	7.51	4.00
E3 (C7 also)	Meadows	0.21	0.21
Wetlands Affected by Number		Acres in Corridor	Estimated acres needed for construction
Alternate 1 (A1 to A78)		103.75	57.73
Alternate 2 (A1 to A39, A58 to A78, B1 to B11)		99.49	51.58
Alternate 3 (A1 & A2, A58 to A78, B8 to B11, C1 to C22)		115.78	62.43
Note: Below are the wetland deviations of Alternative 3.			
Alternate 4 (A1 & A2, A58 to A78, B1 to B11, C1 to C13, D1 to D3)		120.56	62.98
Alternate 5 (A1 & A2, A58 to A78, B8 to B11, C1 to C22, E1 to E3)		126.96	68.94
Alternate 6 (A1 & A2, A58 to A78, B1 to B11, C1 to C13, D1 to D3, E1 to E3)		131.32	69.19

Wisconsin Department of Transportation

G. STREAMS AND FLOODPLAINS IMPACT EVALUATION

Stream Name: Sheboygan River	
Location: Crosses Existing WIS 23 between 7 Hills Road and Hinn Road. Town of Forest, T.15N.-R.19E section 7 and 18.	
Alternates: Crosses Alternates 1 and 2 in the same location, adjacent to existing WIS 23. Alternate 3 crosses in Section 18	
Stream Type:	(Indicate Stream Class if Known) <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Warm water <input type="checkbox"/> Trout-Class
Size of upstream Watershed Area:	<input checked="" type="checkbox"/> Permanent Flow (year-round) <input type="checkbox"/> Temporary Flow (dry part of year)
Stream Characteristics:	Substrate <input checked="" type="checkbox"/> Sand <input checked="" type="checkbox"/> Silt <input type="checkbox"/> Clay <input checked="" type="checkbox"/> Cobbles <input checked="" type="checkbox"/> Other-describe: Gravel
Average Water Depth	0.35 foot
Vegetation in Stream:	<input type="checkbox"/> Absent <input checked="" type="checkbox"/> Present - If known describe: Unknown at this time
Identify Fish Species Present: Northern pike, bullheads, carp, forage fish. Upstream Stretches were brook trout waters.	
If water quality data is available, include this information (e.g. DNR or local discharger might have such records). General Stream water quality: Good in headwaters, fair to poor in lower reaches, very poor in lower 14 miles of the Sheboygan River due to PCB contamination. Greatest threats to stream water quality: contaminated sediments; habitat modification; agricultural runoff; municipal point sources; industrial point sources; urban runoff; construction site erosion; dams	

ENDANGERED OR THREATENED SPECIES

Are there any known endangered or threatened species affected by the project?

☐ No

☒ Yes Identify the species and indicate whether it is on Federal or State lists.

State Threatened, Slipper Shell (Alasmidonta viridis)

☐ Section 7 Coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

☐ Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

SWALLOW NESTS

If bridge replacement, are swallow nests present?

☐ No

☒ Yes - Estimated number of nests is: 7 as of February 2004

Is a U.S. Fish & Wildlife Depredation Permit required to remove swallow nests?

☐ Not Applicable

☐ Yes

☐ No - Describe mitigation measures: Able to write avoidance language in Special Provisions.

DESCRIBE LAND ADJACENT TO STREAM

If wetland, give type.

Waterway and adjacent upland areas produce broods of mallards, teal, wood ducks, beaver, and muskrat.

Alternative 1 & 2 Floodplain containing wetlands described as wet meadow, mowed lawn, and active agricultural lands

Alternative 3 Floodplain containing a pond and wetlands described as fairly intact sedge meadow as well as degraded wet meadow. The upland area adjacent to the sedge meadow is half forested and half planted in native prairie vegetation

IDENTIFY UPSTREAM OR DOWNSTREAM DISCHARGERS OR RECEIVERS

(if any) within 0.8 kilometers (1/2 mile) of the project site.

Upstream—Baker's Cheese discharges to GROUNDWATER within the Sheboygan River Watershed

Downstream—Mt Calvary Municipal Wastewater Discharge

SECTION 404 PERMIT

☐ Not Applicable - No fill to be placed in wetlands

☒ Applicable - Fill will be placed in wetlands.

Indicate area of wetlands filled. Acres: less than 1. Bridge will span the river.

☒ Individual Section 404 Permit required

☐ General Permit (GP) or Letter Of Permission (LOP) required satisfying Section 404

Indicate which GP or LOP required:

☐ Non-Reporting GP

☐ Provisional GP

☐ Provisional LOP

☐ Programmatic GP

SECTION 10 WATERS

For navigable waters of the United States (Section 10) indicate which Nationwide Permit is required

Indicate whether Preconstruction Notification (PCN) to the U.S. Corps of Engineers(USACE) is:

☒ Required (Likely) ☐ Submitted on (Date)

Status of PCN

USACE has made the following determination on (Date)

USACE is in the process of review, anticipated date of determination is: (Date)

PROPOSED WORK

Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment.

For alternatives 1 and 2, the work required would be a new bridge adjacent to the existing bridge over the Sheboygan River. Impact would be minimal as it is a one span bridge with out piers.

Alternate 3 would likely include two bridges spanning the width of the river, also with minimal impact to the waterway.

EFFECTS OF ANY BACKWATER

Discuss the effects of any BACKWATER, WHICH would be created by the proposed action. Indicate whether the proposed activities would be consistent with NR 116, the National Flood Insurance Program, and Governor's Executive Order #73.

Bridge design will address backwater impacts in any of the alternatives.

ZONING COORDINATION

Describe and provide the results of coordination with any floodplain zoning authority.

No zoning coordination has been completed as of this time, however, once a final design is chosen and hydraulic and hydraulics calculations computed, the appropriate zoning coordination will occur.

PROJECT IMPACTS

Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?

- ☒ No impacts would occur
- ☐ Significant interruption or termination of emergency vehicle service or a community's only excavation route
- ☐ Significant flooding with a potential for property loss and a hazard to life
- ☐ Significant impacts on natural floodplain values such as flood storage, fish or wildlife habitat, open space, aesthetics, etc.

FLOODPLAIN USE

Discuss existing or planned floodplain use and briefly summarize the project's effects on that use.

It is likely that the bridge structures may fill a portion of the floodplain; however, it's impacts are likely to be minimal and a hydrology and hydraulics study will be preformed to be sure the potential impacts are in compliance with NR 116. Outside the roadway footprint, the existing floodplain will remain the same.

DIRECT IMPACTS TO WATER QUALITY

Discuss probable direct impacts to water quality within the floodplain, both during and after construction. Include the probable effects on plants, animals, and fish inhabiting or dependent upon the stream.

Marsh excavation and replacement fill will likely be placed in floodplain wetlands for approach work for any bridge structure. General grading will also occur within the floodplain for the construction of these structures. Water quality will be monitored during construction and minimized using erosion control devices.

Alternate 1 and 2 Post construction impacts would be the same as the existing river crossing. Alternatives 1 & 2 will have minimal impacts to plant and animal loss as the floodplain wetlands are fairly monotypic and the animals using these wetlands will have similar habitat to move to.

Alternate 3 Would create new runoff to the floodplain and wetland areas. Alternative 3 will have a negative impact to plants and animals within the floodplain as the floodplain wetland contains highly diverse vegetation for many animal species. There are few sedge meadows for animal species to relocate to; therefore, the impact here would be much greater than Alternative 1 or 2. Fish impacts would be minimal.

MEASURES TO MINIMIZE ADVERSE EFFECTS

Describe proposed measures to minimize adverse effects or to enhance beneficial effects.

Using a single span bridge without pier supports in the streambed would minimize adverse effects. Erosion control or storm water management measures that will be used to protect the stream are shown on Factor Sheet K and in Section V. Considerations can include use of wider structures that span more of the floodplain, narrower side slopes that decrease the footprint in the floodplain, using the existing footprint of the bridge to reconstruct the Sheboygan River bridge, flat bottom ditches with PERMANENT ditch checks, directing the roadway run-off away from the bridge and behind these permanent ditch checks, grassed swales that do not get mowed, infiltration basins so storm water does not go into the waterway but replenishes the ground water.

Wisconsin Department of Transportation

G. STREAMS AND FLOODPLAINS IMPACT EVALUATION

Stream Name: Unnamed tributary of the Sheboygan River	
Location: Crosses Existing WIS 23 between Pit and Banner Roads. Town of Forest, T.15N.-R.19E section 15.	
Alternates: Crosses Alternates 1 and Alternate 3 (Option 4) in the above location. Alternate 2 and Alternate 3 (Option3) would cross at a new location, about 1000 feet north of existing STH 23 in the Town of Forest, T.15N.-R.19E Section 9.	
Stream Type:	(Indicate Stream Class if Known) <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Warm water <input type="checkbox"/> Trout-Class
Size of upstream Watershed Area:	<input checked="" type="checkbox"/> Permanent Flow (year-round) <input type="checkbox"/> Temporary Flow (dry part of year)
Stream Characteristics:	Substrate <input checked="" type="checkbox"/> Sand <input checked="" type="checkbox"/> Silt <input type="checkbox"/> Clay <input type="checkbox"/> Cobbles <input type="checkbox"/> Other-describe:
Average Water Depth	6-12 inches
Vegetation in Stream:	<input type="checkbox"/> Absent <input checked="" type="checkbox"/> Present - If known describe: Duckweed and algae.
Identify Fish Species Present: Warm water forage fish	
If water quality data is available, include this information (e.g. DNR or local discharger might have such records). The headwaters of this tributary originate just south of WIS 23. General Water Quality in the Sheboygan River Watershed—good in headwaters, fair to poor in lower reaches, very poor in lower 14 miles of the Sheboygan River due to PCB contamination. General threats to stream water quality: contaminated sediments; habitat modification; agricultural runoff; construction site erosion.	

ENDANGERED OR THREATENED SPECIES

Are there any known endangered or threatened species affected by the project?

☒ **No**

☐ **Yes Identify the species and indicate whether it is on Federal or State lists.**

☐ **Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.**

☒ **Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.**

SWALLOW NESTS

If bridge replacement, are swallow nests present?

- ☐ No
- ☐ Yes - Estimated number of nests is: Unknown

Is a U.S. Fish & Wildlife Depredation Permit required to remove swallow nests?

- ☒ Not Applicable ☐ Yes ☐ No - Describe mitigative measures

DESCRIBE LAND ADJACENT TO STREAM

If wetland, give type.

North of WIS 23 - Shallow Marsh

South of WIS 23 - Meadow

IDENTIFY UPSTREAM OR DOWNSTREAM DISCHARGERS OR RECEIVERS

(if any) within 0.8 kilometers (1/2 mile) of the project site.

No known upstream dischargers in this tributary.

St Cloud Municipal discharges down stream in Sheboygan River.

SECTION 404 PERMIT

- ☐ Not Applicable - No fill to be placed in wetlands
- ☒ Applicable - Fill will be placed in wetlands.
Indicate area of wetlands filled. Acres:
- ☒ Individual Section 404 Permit required
- ☐ General Permit (GP) or Letter Of Permission (LOP) required satisfying Section 404
Indicate which GP or LOP required:
- ☐ Non-Reporting GP ☐ Provisional GP
- ☐ Provisional LOP ☐ Programmatic GP

SECTION 10 WATERS

For navigable waters of the United States (Section 10) indicate which Nationwide Permit is required
Likely

Indicate whether Preconstruction Notification (PCN) to the U.S. Corps of Engineers(USACE) is:

- ☐ Required ☐ Submitted on (Date)

Status of PCN

USACE has made the following determination on (Date)

USACE is in the process of review, anticipated date of determination is: (Date)

PROPOSED WORK

Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment.

Alternatives 1 and 3(Option4)

The work required would be the necessary grading for 2 additional lanes with the installation of the appropriate culvert.

Alternatives 2 and 3 (Option 3)

The work required would be new grading of four lanes and the appropriate culvert pipes for the new roadways.

EFFECTS OF ANY BACKWATER

Discuss the effects of any BACKWATER, WHICH would be created by the proposed action. Indicate whether the proposed activities would be consistent with NR 116, the National Flood Insurance Program, and Governor's Executive Order #73.

For alternatives 1 and 3(Option4), BACKWATER would not change from the existing condition. The secondary culvert (likely downstream of the exiting culvert) would also need to be designed to account for the HW-100. The culvert design for the Alternatives 2 and 3 (Option 3) crossing would account for the 100-year floodplain.

ZONING COORDINATION

Describe and provide the results of coordination with any floodplain zoning authority.

No zoning coordination has been completed as of this time, however, once a final design is chosen and hydraulic and hydraulics calculations computed, the appropriate zoning coordination will occur

PROJECT IMPACTS

Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?

- ☒ No impacts would occur **for alternatives 1 and 3(Option4).**
- ☐ Significant interruption or termination of emergency vehicle service or a community's only excavation route
- ☐ Significant flooding with a potential for property loss and a hazard to life
- ☒ Significant impacts on natural floodplain values such as flood storage, fish or wildlife habitat, open space, aesthetics, etc, **for alternatives 2 and 3(Option3).**

FLOODPLAIN USE

Discuss existing or planned floodplain use and briefly summarize the project's effects on that use.

Alternatives near/on existing alignment—new structures may fill a portion of the floodplain; however, it's impacts are likely to be minimal and a hydrology and hydraulics study will be preformed to be sure the potential impacts are in compliance with NR 116.

Alternatives off/not near the existing alignment—floodplain fill is likely to occur. Flood storage, wildlife habitat, open space, and aesthetics will be negatively impacted.

DIRECT IMPACTS TO WATER QUALITY

Discuss probable direct impacts to water quality within the floodplain, both during and after construction. Include the probable effects on plants, animals, and fish inhabiting or dependent upon the stream.

Water quality will be monitored during construction and minimized using erosion control devices. Post construction impacts would be the same as the existing river crossing in Alternate 1 and 3(Option4). Alternate 2 and 3(Option3) would create new runoff to the area, downstream from the existing highway.

Marsh excavation and replacement fill will likely be placed in floodplain wetlands for fill up to any new culvert structure. General grading will also occur within the floodplain for the construction of these structures. Water quality will be monitored during construction and minimized using erosion control devices. ON/Near alignment alternatives will have similar impacts as the existing structure. OFF alignment alternatives will add additional stormwater run off to the floodplain and wetland areas.

MEASURES TO MINIMIZE ADVERSE EFFECTS

Describe proposed measures to minimize adverse effects or to enhance beneficial effects.

Using a single span bridge without pier supports in the streambed would minimize adverse effects. Erosion control or storm water management measures that will be used to protect the stream are shown on Factor Sheet K and in Section V. Considerations can include use of wider structures that span more of the floodplain, narrower side slopes that decrease the footprint in the floodplain, using the existing footprint of the bridge to reconstruct the Sheboygan River bridge, flat bottom ditches with PERMANENT ditch checks, directing the roadway run-off away from the bridge and behind these permanent ditch checks, grassed swales that do not get mowed, infiltration basins so storm water does not go into the waterway but replenishes the ground water.

Wisconsin Department of Transportation

G. STREAMS AND FLOODPLAINS IMPACT EVALUATION

Stream Name: Mullet River
Location: Crosses Existing WIS 23 Sugarbush Road and County A. Town of Greenbush, T.15N.-R.20E section 11.
Alternates: Crosses Alternates 1, 2, and 3 in the same location, adjacent to existing WIS 23.
Stream Type: (Indicate Stream Class if Known) <input type="checkbox"/> Unknown <input type="checkbox"/> Warm water <input type="checkbox"/> Trout-Class
Size of upstream Watershed Area: <input type="checkbox"/> Permanent Flow (year-round) <input type="checkbox"/> Temporary Flow (dry part of year)
Stream Characteristics: Substrate <input type="checkbox"/> Sand <input type="checkbox"/> Silt <input type="checkbox"/> Clay <input type="checkbox"/> Cobbles <input type="checkbox"/> Other-describe:
Average Water Depth
Vegetation in Stream: <input type="checkbox"/> Absent <input type="checkbox"/> Present - If known describe:
Identify Fish Species Present:
If water quality data is available, include this information (e.g. DNR or local discharger might have such records).

ENDANGERED OR THREATENED SPECIES

Are there any known endangered or threatened species affected by the project?

☐ No

☒ Yes Identify the species and indicate whether it is on Federal or State lists.

The state threatened Ellipse Mussel in the Mullet River is found in these alternatives.

☐ Section 7 Coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

☐ Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.
The final wetland mitigation plan will be developed during the engineering design phase.

SWALLOW NESTS

If bridge replacement, are swallow nests present?

☐ No

☐ Yes - Estimated number of nests is:

Is a U.S. Fish & Wildlife Depredation Permit required to remove swallow nests?

☒ Not Applicable

☐ Yes

☐ No - Describe mitigative measures

DESCRIBE LAND ADJACENT TO STREAM

If wetland, give type.

Waterway and adjacent upland areas produce broods of mallards, teal, wood ducks, beaver, and muskrat.

Alternative 1 & 2 Floodplain containing wetlands described as wet meadow, mowed lawn, and active agricultural lands

IDENTIFY UPSTREAM OR DOWNSTREAM DISCHARGERS OR RECEIVERS

(if any) within 0.8 kilometers (1/2 mile) of the project site.

Unknown

SECTION 404 PERMIT

☐ Not Applicable - No fill to be placed in wetlands

☒ Applicable - Fill will be placed in wetlands.

Indicate area of wetlands filled. Acres: less than 1. Bridge will span the river.

☐ Individual Section 404 Permit required

☐ General Permit (GP) or Letter Of Permission (LOP) required satisfying Section 404

Indicate which GP or LOP required:

☐ Non-Reporting GP

☐ Provisional GP

☐ Provisional LOP

☐ Programmatic GP

SECTION 10 WATERS

For navigable waters of the United States (Section 10) indicate which Nationwide Permit is required

Indicate whether Preconstruction Notification (PCN) to the U.S. Corps of Engineers(USACE) is:

☐ Required

☐ Submitted on (Date)

Status of PCN

USACE has made the following determination on (Date)

USACE is in the process of review, anticipated date of determination is: (Date)

PROPOSED WORK

Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment.

All three alternatives cross the river in the same area. The work required would be a new culvert or and extension of the exiting culvert.

EFFECTS OF ANY BACKWATER

Discuss the effects of any BACKWATER, WHICH would be created by the proposed action. Indicate whether the proposed activities would be consistent with NR 116, the National Flood Insurance Program, and Governor's Executive Order #73.

Additional BACKWATER would not be created in this situation, as the culvert would be designed to the 100-year floodplain.

ZONING COORDINATION

Describe and provide the results of coordination with any floodplain zoning authority.

No zoning coordination has been completed as of this time.

PROJECT IMPACTS

Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?

- ☐ No impacts would occur
- ☐ Significant interruption or termination of emergency vehicle service or a community's only excavation route
- ☐ Significant flooding with a potential for property loss and a hazard to life
- ☒ Significant impacts on natural floodplain values such as flood storage, fish or wildlife habitat, open space, aesthetics, etc.

FLOODPLAIN USE

Discuss existing or planned floodplain use and briefly summarize the project's effects on that use.

Existing floodplain use remains, for the most part in the same state as before construction. The project would have minimal effect on the floodplain, with some grading up to the floodplain for the additional lanes.

DIRECT IMPACTS TO WATER QUALITY

Discuss probable direct impacts to water quality within the floodplain, both during and after construction. Include the probable effects on plants, animals, and fish inhabiting or dependent upon the stream.

Water quality will be monitored during construction and minimized using erosion control devices. Post construction impacts would be the same as the existing river crossing.

MEASURES TO MINIMIZE ADVERSE EFFECTS

Describe proposed measures to minimize adverse effects or to enhance beneficial effects.

Erosion control or storm water management measures that will be used to protect the stream are shown on Factor Sheet K and in Section V.

Wisconsin Department of Transportation

I. UPLAND HABITAT IMPACT EVALUATION

UPLAND IMPACT

Give a brief description of the upland habitat area. Include prominent plant community(ies) at the project site (list vegetation with an estimate of each community type if more than one present).

<u>No Build Alternative</u>	This alternative requires no upland conversion and has no impacts.
<u>Alternatives 1, 2, and 3</u>	Proposed improvements are the same for all three alternatives crossing through the Kettle Moraine State Forest in Sheboygan County. Wildflowers, straw grasses, sumac, maple, oak, and birch are found in the forest.
<u>Alternatives 2, and 3</u>	These alternatives run through Section 10 in the Town of Forest . This forested area provides wildlife habitat.

WILDLIFE ASSOCIATIONS

Identify and describe any observed or expected wildlife associations with the plant community (ies.)

<u>Alternatives 1, 2, and 3</u>	The Kettle Moraine State Forest environment provides excellent wildlife habitat for whitetail deer, hawks, turkeys, raccoons, squirrels, and possums.
<u>Alternatives 2, and 3</u>	The above area in Forest Township provides excellent wildlife habitat for turkey and deer. Additionally, this area is one of the only ruffed grouse habitat components in Fond du Lac County. The WDNR recommends that an endangered resource survey be conducted if this alternative is selected. A private Lands Wildlife Biologist has a wild pheasant restoration project in parts of Fond du Lac and Sheboygan Counties, including the south half of Sections 11 and 12 in Forest Township. The critical wild pheasant habitat components are securing upland nesting cover.

PLANT COMMUNITY (IES)

Identify the dominant plant community (ies) and estimate existing and proposed area of each dominant plant community to be altered.

<u>Alternatives 1, 2, and 3</u>	The majority of the plant communities being altered are the same for all three alternatives, when they cross through the Kettle Moraine State Forest in Sheboygan County. Wildflowers, straw grasses, sumac, maple, oak, and birch are found in the forest.
<u>Alternatives 2 and 3</u>	This alternative runs predominantly through farmland but also cedar woodlands and cover plant life such as alfalfa/brome/timothy or big bluestem, Indian grass and switchgrass.

ENDANGERED OR THREATENED SPECIES

Are there any known endangered or threatened species affected by the project? Identify the species and indicate whether it is on Federal or State lists.

<u>Alternatives 1, 2, and 3</u>	The State Threatened Butler's garter snake, <i>Thamnophis Butlerii</i> , has been recorded just south of the project area. The species favors open meadow and partial shrub carr wetlands with adjacent undeveloped lands. Since no surveys have been conducted north of the recorded sites, and the project area has suitable habitat for this species, Butler's garter snake may occur in the project area as well. The presence of State Threatened Species requires that WisDOT apply for and receive the WDNR authorization for Incidental Taking of these species before construction. Authorization requires measures to minimize loss of individuals and an approved conservation plan.
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For the Butler's garter snake, WisDOT will need to identify areas of suitable habitat for the species along the selected alternative route and conduct surveys to determine whether or not the species occurs. Surveys require at least a period from March through June, so plans must be made for the surveys well in advance of final plans. The presence of the species may require design features to maintain migration corridors and may limit the timing of construction activity. Coordination will be done in cooperation with WDNR prior to the final plans are completed.

Alternatives 2, and 3

Sharp-tailed Grouse, a State Special Concern Species, has been sited within the WIS 23 Study Corridor in June of 2004. It was seen in Segment B, just South of the Cedar Swamp. The Sharp-tailed Grouse is an area-sensitive species, requiring very specific habitat for dancing grounds, nesting, brooding, and over-wintering. This species is found on large undisturbed blocks of land (greater than 250 acres). Optimal habitat requirements for this species include large contiguous blocks of prairie with grasses and forbs, or brush prairie with small/low shrubs and open woodland, and woodlands with young forests containing coniferous trees and deciduous hardwoods. They have been on the decline but were quite common in Fond du Lac County through the 50's. They have been sparsely sited in Fond du Lac County over the last few years. If this corridor is selected, WDNR will require a detailed study for the species be conducted. If there is a way to avoid disrupting this species, the Department will recommend such an alternative.

- ☐ Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.
- ☒ Coordination with WDNR is ongoing. Mitigation will be required to protect the State listed species if it is determined that the chosen alternative affects the habitat.

PROPOSED WORK

Describe the nature of proposed work in the upland habitat area.

The additional lanes to be built through the **Kettle Moraine State Forest** may require some clearing and grubbing of trees. Grading work would include flattening of slopes and ditching.

Proposed work in the **Forest Township Section 10** upland area includes clearing and grubbing of trees as necessary. New grading work would be necessary for any alternative in the area.

WILDLIFE OR WATERFOWL USE AREAS OR MOVEMENT CORRIDORS

Identify and describe any known wildlife or waterfowl use areas or movement corridors that would be severed or eliminated by the proposed action. Include a discussion of the proposed action's effects upon the areas or corridors.

The **Kettle Moraine State Forest** area is an existing wildlife corridor that is already severed by existing WIS 23. Additional lane width would make this crossing wider.

Alternates 2 and 3 would sever the **Forest Township Section 10** upland area.

OTHER DIRECT IMPACTS ON WILDLIFE

Discuss other direct impacts on wildlife and estimate significance.

The area adjacent to the cedar wetlands on Alternate 2 has a wild pheasant restoration project and with a loss of habitat could have a negative effect on the success of the project. Other wildlife that could have their nesting habitat directly impacted is blue-winged teal, mallards and ring-necked pheasants and sandhill cranes. Other wildlife that could be affected are deer, turkey, and rabbit.

SECONDARY IMPACTS

Identify and discuss any probable secondary impacts that may be expected due to the project.

There are no identifiable secondary impacts due to the project.

MEASURES TO MINIMIZE

Describe measures to minimize adverse effects or enhance beneficial effects.

Mitigation in the Kettle Moraine State Forest area will include an underpass for the Ice Age Trail and State Equestrian Trail. WisDOT will be working with WDNR and the USFWS to better design the crossing. The design modifications of the underpass will be such to entice wildlife crossings. The possible use of fencing along the highway would help funnel wildlife to the crossing, possibly improving wildlife affects from the current conditions.

Bridging the lowland area below the upland corridor could mitigate the effects in the Forest Township Section 10 area. In combination with parallel fencing along the new lanes of traffic would help funnel the wildlife through the bridged area. Fencing along this section of new roadway would likely decrease the amount of wildlife killed by traffic.

Additionally, if Alternative 2 or 3 is chosen, the roadway could be built on the lower half of the corridor study area, where much of the upland forest has been removed or disturbed by farming. This existing forest area tapers down from the larger area to the north.

Wisconsin Department of Transportation

K.

STORMWATER MANAGEMENT

NATURAL RESOURCES SENSITIVE TO WATER QUALITY

Indicate whether any natural resources exist in the project vicinity that are sensitive to water quality degradation.

☒ Yes - Sensitive resources exist in the project area.

☒ River/stream ☒ Wetland ☐ Lake ☒ Endangered species habitat ☐ Other - Describe

☐ No - There are no sensitive resources affected by the proposal.

IDENTIFY NATURAL RESOURCES

Identify each sensitive resource affected and provide specific recommendations on the level of protection needed.

The WIS 23 corridor appears to be in the medium to high category for susceptibility to groundwater contamination and high water table that occurs within sections of this corridor. Water resources such as the Sheboygan River, Mullet River, and specific wetland areas are described in the Wetlands Factor Sheet F. WDNR recommendations include:

- Reducing the number of wetland acres impacted by avoidance first, minimizing second and finally mitigation for those wetlands that cannot be avoided.
- Mitigate wetlands on the project site.
- Determine which areas will be highly susceptible to erosion (due to the topography and soils in the area) and make the designers aware of these locations.
- All wells, drain fields, and septic systems disturbed by the construction must be abandoned in compliance with applicable state and local regulations.

RESOURCES THAT REQUIRE ADDITIONAL CONSIDERATION

Indicate whether circumstances exist in the project vicinity that requires additional or special consideration. Describe any unique, innovative, or atypical Storm water Management measures to be used to manage additional or special circumstances.

☒ Yes - Additional or special circumstances exist. Indicate all that are present.

- ☒ Areas of groundwater discharge There are natural springs found in wetland areas #4 and #5 in Alternative 2 and 3.
- ☐ Areas of groundwater recharge
- ☐ Overland flow/runoff
- ☐ Long or steep cut or fill slopes.
- ☐ Cold water stream
- ☐ Impaired waterway
- ☐ Exceptional/outstanding resource waters
- ☐ Other - Describe

☐ No - Additional or special circumstances are not present.

DRAINAGE DISTRICT AFFECTS

Indicate whether any Drainage District may be affected by the project.

☐ Yes - Identify the affected drainage district

- ☐ Yes - Initial coordination with drainage board has been completed
- ☐ Yes - Initial coordination with DATCP has been completed

Discuss results
Discuss results

☒ No - There will be no effects to a recognized drainage district.

WITHIN WISDOT STORM WATER MANAGEMENT AREA

Indicate whether the project is within WisDOT's storm water management area. (NOTE: See Procedure 20-30-1, Figure 1, Attachment A4 the Cooperative Agreement between the Wisconsin Departments of Transportation and Natural Resources. Contact BoE's Storm water Engineer or the District Environmental Coordinator for more details on the following areas.)

- ☐ Yes - The project affects one of the following regulated by a WPDES storm water discharge permit issued by the DNR.
- ☐ A DOT storm sewer system located within Phase One Municipalities (cities over 100,000 population).
- ☒ A DOT storm sewer system located within an Urbanized area, as defined by the U.S. bureau of the census. (The Town of Empire).
- ☐ A DOT storm sewer system located within the five (5) Great Lakes Area of Concern.
- ☐ A DOT storm sewer system located within Municipalities having populations of 50,000 or more where nonpoint source priority watershed projects are being implemented.
- ☐ A DOT storm sewer system designated pursuant to NR 216.02 (4) Wis. Admin. Code.
- ☐ No - The project is outside of WisDOT's storm water management area

STORM WATER MANAGEMENT STRATEGY

Describe the overall storm water management strategy to minimize adverse effects and enhance beneficial effects.

To be determined after corridor is chosen.

STORM WATER MANAGEMENT PLAN

Indicate how the storm water management plan will be compatible with the storm water strategy.

To be determined after corridor is chosen.

STORM WATER MANAGEMENT MEASURES

Identify the storm water management measures to be utilized on the project.

To be determined after corridor is chosen.

- | | |
|--------------------------------------------------------------------------|-------------------------------------------------------------------|
| <input type="checkbox"/> Grass-lined conveyance (parallel to flow) | <input type="checkbox"/> In-line storm sewer treatment - Describe |
| <input type="checkbox"/> Vegetated filter strips (perpendicular to flow) | <input type="checkbox"/> Catch basins |
| <input type="checkbox"/> Distancing outfalls from waterway edge | <input type="checkbox"/> Detention / retention basins |
| <input type="checkbox"/> Constructed storm water wetlands | <input type="checkbox"/> Infiltration basin / trench |
| <input type="checkbox"/> Other - Describe | |

PROPERTY ACQUISITIONS

Are there any property acquisitions for storm water management purposes?

To be determined after corridor is chosen.

- ☐ No - There are no property acquisitions acquired for Storm water Management purposes.
- ☐ Yes - Complete the following:
- ☐ Safety measures are not needed for potential conflicts with existing and expected surrounding land use.
- ☐ Safety measures are needed for potential conflicts with existing and expected surrounding land use.
Describe proposed safety measures:

Wisconsin Department of Transportation

N. GENERAL SOUND QUALITY IMPACT EVALUATION

NEED FOR NOISE ANALYSIS

Based upon a consideration of the traffic, roadway, terrain, and receiver characteristics affecting sound levels, could there be an increased traffic sound level as a result of this action?

- ☐ No - Complete only Factor Sheet J Construction Noise.
- ☒ Yes - Complete Factor Sheet J and the rest this Factor Sheet.

TRAFFIC DATA

Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on The Traffic Summary Basic Sheet.

- ☒ No
- ☐ Yes - Indicate volumes and explain why they were used.

Automobiles __ Veh/hr Trucks __ Veh/hr or percentage (T) 14%

NOISE ANALYSIS

Identify and describe the noise analysis technique or program used to identify existing and future sound levels.

STAMINA 2.0 computer model was used to identify existing and future noise levels. Existing receptors were modeled using the methodology of noise contours at 50, 100, 200, 300, 400, 500, 600, 700, and 1000 feet from the existing and future roadways at equal elevations. Noise measurements were taken at select sites for off-existing alignment alternatives in their existing conditions to determine the possible noise increase. See the Sound Analysis – Receptors Maps N1 to N3 for locations of receptors in the study area.

Criteria used to define traffic noise impacts have been established by WisDOT through Wisconsin Administrative Code - Chapter Trans 405, Siting Noise Barriers (Trans 405). Traffic noise impacts occur when the predicted equivalent sound levels approach or exceed the noise level criteria (NLC) established for a type of land use, or, when predicted sound levels substantially exceed existing levels. WisDOT has determined "approach" to be defined as 1 dBA less than the NLC. WisDOT has determined "substantial increase" to be 15 dBA or more than existing levels. Trans 405 was approved as WisDOT's written policy by FHWA on February 29, 1996. Noise impacts for the various alternatives are compared based on the number of receptors that approach or exceed the activity category and/or experience a substantial increase. WisDOT defines noise receptors as "lower-level, front-abutting units" that receive highway noise.

NUMBER OF HOUSEHOLDS AFFECTED

Estimated number of households within measurable distance of the highway.

Distance from receptor to highway:	No Build	Alternative 1	Alternative 2	Alternative 3
Less than 50 feet	13	13	11	5
50 to 100 feet	28	28	22	9
100 to 200 feet	20	20	17	13
200 to 300 feet	31	31	30	19
300 to 400 feet	20	20	23	23
400 to 500 feet	13	13	15	15
500 to 600 feet	8	8	9	11
600 to 700 feet	11	11	10	10
700 to 1000 feet	25	25	24	19
TOTAL Receptors:	169	169	161	124

SENSITIVE RECEPTORS

Identify, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic noise.

Sensitive receptors other than residences found on the Sound Analysis – Receptors Maps, include St. Mary's Spring Academy, St. Paul's Church and School and the Wade House State Park.

NOISE IMPACT

If this proposal is implemented will future sound levels produce a noise impact?

☐ No

☒ Yes the impact will occur because:

☒ The Noise Abatement Criteria (NAC) is approached (1 dBA less than the NAC) or exceeded.

☐ Existing sound levels by 15 dBA or more.

IMPLEMENTATION

Will traffic noise abatement measures be implemented?

☐ Not Applicable - Traffic noise impacts will not occur.

☒ No - Traffic noise abatement is not reasonable or feasible (explain why). In areas currently undeveloped, local units of government are to be notified of predicted noise levels for land use planning purposes. **(A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THIS DOCUMENT.)**

At most locations along STH 23, noise abatement will not likely be reasonable or feasible because the corridor of WIS 23 is mainly rural and the receptors are located very far apart. Trans 405 does not allow noise barriers to cost more than \$30,000 per receptor, and any abatement has to provide an 8-decibel reduction. With these requirements, the cost of building barriers is not reasonable. However, some methods, such as horizontal alignment shifts and depression of the roadway can be constructed to minimize noise impacts.

☐ Yes - Describe any traffic noise abatement measures, which will be implemented.

Wisconsin Department of Transportation

O. **UNIQUE AREA IMPACT EVALUATION**
Section 4(f) and 6(f)

IDENTIFY EACH POTENTIAL SITE

Attach map to appendices depicting sites' approximate location within alternate. See Cultural Environment Map.

All of the properties listed below are found at the same location of all three all build alternatives.

Property Name:	General Location:	Description/Comments(Administration/Use):
Northern Unit of the Kettle Moraine State Forest	Sheboygan County, near Greenbush, between County A and County S	The northern unit contains approximately 30,000 acres of forestlands. Outdoor recreation is the primary use. Owned and administered by WDNR. (Section 6(f) land, not Section 4(f) land)
Ice Age Trail	Within the Kettle Moraine State Forest	Designated National Scenic Trail and is Wisconsin's only State Scenic Trail. Owned and administered by the Ice Age Park and Trail Foundation in cooperation with the National Park Service and WDNR. The trail crosses near Julie Road within the Kettle Moraine State Forest Management Area. (Section 4(f) trail)
State Equestrian Trail	Adjacent to the Ice Age Trail	The bridle trail winds the length of the forest (33 miles). Owned and maintained by WDNR. (Section 4(f) trail)
Old Plank Road Trail	Along WIS 23 in Sheboygan County	This 17 mile Sheboygan County owned and maintained trail accommodates bicyclists, runners, walkers, in-line skaters, horseback riders, moped users, Nordic skiers, and snowmobiles on 10 feet of asphalt and 8 feet of turf. The Trail parallels WIS 23 from the City Plymouth to the Town of Greenbush, linking with the Ice Age Trail in the Kettle Moraine State Forest. (Built on existing highway right-of-way, not Section 4(f) trail)
Old Wade House State Park	Greenbush	Owned by operated by WDNR in cooperation with the Wisconsin Historical Society. The park includes over 500 acres of land surrounding an 1860's stagecoach inn. (Section 4(f) property, no 4(f) Impacts)
St.Mary's Springs Academy	City of Fond du Lac	This is a privately owned Catholic high school with several potentially eligible historic properties. (Section 4(f) property, no 4(f) Impacts)

IMPROVEMENT FUNDING

Indicate whether the land or improvements in the project corridor were funded by:

WDNR has identified the Kettle Moraine State Forest and the Ice Age Trail as containing some Section 6(f) acquired property. The treatments of these properties as 4(f) properties are in compliance with FHWA.

- ☐ No funds from any acts were used for this property.
- ☒ Yes - s.6(f) LAWCON (LWCF) (Kettle Moraine State Forest – Northern Unit
- ☐ Yes - Dingell-Johnson (D/J funds)
- ☐ Yes - Pittman-Robertson (P/R funds)

(Lands purchased with D/J or P/R funds are treated similarly to those using s.6(f) LAWCON funds.)

FHWA REQUIREMENTS

Do FHWA requirements for section 4(f) apply to the project's use of the unique property?

- ☐ No - project is not federally funded
- ☐ No - Property is not on or eligible for the National Register of Historic Places.
- ☐ No - Other - explain:
- ☒ Yes – Separate 4(f) evaluation attached (For impacts to the Section 4(f) Ice Age Trail and 4(f) State Equestrian Trail).

UNIQUE PROPERTY SIGNIFICANCE

Describe the significance of the unique property. For historic and archeological sites, quote or summarize the statement of significance from the Determination of Eligibility. For national landmarks, natural or scientific areas, etc., state registry listing. For other unique areas, include or attach statements of significance of officials having jurisdiction.

The Old Wade House State Park is a National Historic Landmark. Today Wade House still regales visitors with the story of Wisconsin settlement. The Wesley Jung Carriage Museum, home to the state's largest collection of carriages and wagons, pays homage to the history of horse-drawn transportation in the state. And, with the reconstruction of the historic Herring sawmill in 2001, the working water-powered mill portrays a vital component of 19th-century frontier settlement.

St. Mary's Springs Academy is found in the City of Fond du Lac. The original academy building is built in the Richardsonian Romanesque Revival style. And is eligible in the National Register Of Historic Places (NRHP). A second building is built in the Georgian Revival style and is also likely to be eligible for the NRHP.

Archaeological Sites Phase 1 searches have been completed for each of the alternatives. Sites that may be eligible will have an evaluation conducted when the preferred alternative is chosen. Information on eligible archaeological sites and mitigation measures will be provided in the Final EIS.

PROJECT'S EFFECTS ON UNIQUE PROPERTY

Describe any effects on or uses of land from the property. "Use of land from" includes actual use (right of way acquisition, easements, etc.) or constructive use ("substantially impairs any of the site's vital functions"). For historic and archeological sites, give the results or status of Section 106 coordination. For other unique areas, include or attach statements from officials having jurisdiction over the property, which discusses the project effects on the property. A map, sketch, plan, or other graphic, which clearly illustrates use of the property and the project's use and effects on the property, must be included.

All of the build alternatives will have the same effect on the properties.

The proposed construction would take place on the north side of WIS 23 and will avoid completely, the Old Wade House State Park.

The Ice Age Trail and State Equestrian trail both cross WIS 23 via an at-grade crossing. A grade separation will be constructed to allow trail users to safely cross the highway (Section 4(f) Ice Age and State Equestrian Train mitigation).

The Kettle Moraine State Forest will have some land acquired for highway right-of-way, and will be replaced as agreed to by WisDOT and WDNR for Section 6(f) land replacement.

The St. Mary's Springs Academy complex is on the northeast quadrant of WIS 23 and County K. The safety concern of this intersection has been an important public issue in this study. The effect of the project will not impact the historic buildings directly, but may require some real estate acquisition from the academy on the west side of County K.

FEASIBLE AND PRUDENCE OF ALTERNATIVES

Discuss the following alternatives and describe whether they are feasible and prudent.

Do nothing alternative This alternative does not meet the future need of the highway.

Improvement without using the 4(f) lands. WIS 23 already bisects the Kettle Moraine State Forest and crosses the Ice Age Trail and State Equestrian Trail and cannot avoid it without going completely around the extent of the forest, which is not practical. Impacts on other 4(f) properties can be avoided while still building this improvement.

Alternatives on new location. Building on new location would not be practical. The build alternatives all are found adjacent to the existing highway that already have climbing lanes in place. Building a four-lane highway through this area would be feasible, as any land taken would be replaced and actually would help fulfill the State Forest Management Plan. Building the alternatives on a different location would have substantial impacts to Kettle Moraine State Forest and adjacent lands and would still cross the Ice Age Trail and State Equestrian Trail. Impacts on other 4(f) property can be avoided while still building this improvement.

MEASURES TO MINIMIZE EFFECTS

Indicate which measures would minimize adverse effects or enhance beneficial effects:

☒ **Replacement of lands** (Kettle Moraine State Forest 6(f) lands) **used with lands of reasonably equivalent usefulness and location and of at least comparable value.**

☐ **Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.**

☒ **Restoration and landscaping of disturbed areas.**

☒ **Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property** (Grade separation of the Ice Age and State Equestrian Trails).

☐ **Payment of the fair market value of the land and improvement taken or improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.**

☒ **Such additional or alternative mitigation measures as may be determined necessary based on consultation with officials having jurisdiction over the 4(f) property - explain:** Additional mitigation for the Kettle Moraine State Forest, 4(f) Ice Age Trail, and 4(f) State Equestrian Trail include construction of an underpass and acquisition of adjacent lands to improve the State Forest and trail system.

☐ **Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below.**

☒ **Other - Describe:** The St. Mary's Springs Academy complex will be avoided (following The Wisconsin Historical Society's boundary recommendation shown in the completed Determination of Eligibility, see Section VI for coordination) with any access connections of County K to WIS 23 being constructed on the northwest quadrant of the intersection, away from the Academy's historic property in the northeast quadrant.

SUMMARIZE AGENCIES COORDINATION

Briefly summarize the results of coordination with other agencies, which were consulted about the project and its effects on the unique property. (For historic and archeological sites, include the signed Memorandum Of Agreement and letter from the Advisory Council on Historic Preservation. For other unique areas, attach correspondence from officials having jurisdiction over the 4(f) land, which illustrates concurrence with impacts and mitigation measures.)

ICE AGE TRAIL, STATE EQUESTRIAN TRAIL, KETTLE MORaine STATE FOREST

The safe crossing of these trails across WIS 23 has been coordinated with the involved agencies. As agreed to by these agencies, the Ice Age Trail (and State Equestrian Trail) will cross below WIS 23, with a specifically designed box culvert or bridge with a minimum width of twelve feet (see Section V for commitments and Section VI for coordination). Portions of the Old Plank Road Trail may need to be relocated and rebuilt in the area of the grade separation.

Section 4(f) Evaluation

Name of Resource: Ice Age Trail and State Equestrian Trail

This form is based on the Nationwide Section 4(f) Evaluation for Minor Takes from Parks. Complete all items. Any response in a shaded box requires additional information. This evaluation will be attached to the environmental document.

Eligibility Criteria		YES	NO
1.	Is the 4(f) site adjacent to the existing highway?	x	
2.	Does the amount and location of the land to be used impair the use of the remaining Section 4(f) lands, in whole or in part, for its intended purpose?		x
3.	a. If the total 4(f) site is less than 4.05 ha (10 acres), is the land to be acquired/used less than 10% of the total area? b. If the total 4(f) site is from 4.05-40.5 ha (10-100 acres), is land to be acquired/used less than 1 acre? c. If the total 4(f) site is greater than 40.5 ha (100 acres), is the land to be acquired/used less than 1% of the site?	x	
4.	Are there any proximity impacts that would impair the use of the 4(f) lands for their intended purpose? The impacts will be mitigated with an improved, grade separated trail crossing of WIS 23.	x	
5.	Have the officials with jurisdiction over the Section 4(f) lands agreed in writing with the assessment of impacts of the proposed project on, and the proposed mitigation for the Section 4(f) lands?	x	
6.	Have Federal funds been used in the acquisition or improvements of the 4(f) site? The IAT is a National Trail.	x	
	If yes, has the land conversion/transfer been coordinated with the appropriate Federal agency, and are they in agreement with the land conversion or transfer? Federal and State agencies are in agreement with the land conversion for the trail crossing and coordination will continue through the EIS process.	x	
7.	Is the project on a new location?		x
8.	The scope of the project is one of the following: (indicate one in Yes-box)) a. Improved Traffic Operations b. Safety Improvements c. 4R d. Bridge Replacement on Essentially the Same Alignment e. Addition of Lanes	e	

Alternatives Considered		YES	NO
1.	The "Do Nothing" alternative has been evaluated and is considered not to be feasible and prudent?	x	
2.	An alternative has been evaluated which improves the highway without the use of the adjacent 4(f) land and it is considered not to be feasible and prudent?	x	
3.	An alternative on new location avoiding the use of the 4(f) land has been evaluated and is considered not to be feasible and prudent?	x	
Measures to Minimize Harm		YES	NO
1.	The proposed action includes all possible planning to minimize harm?	x	
2.	Mitigation measures include one or more of the following: (Check applicable mitigation measures.)		
a.	Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value?	x	
b.	Replacement of facilities impacted by the project including sidewalks, paths, benches, lights, trees, and other facilities?	x	
c.	Restoration and landscaping of disturbed areas?	x	
d.	Special design features? (Grade Separated Trail Crossing.)	x	
e.	Payment of the fair market value of the land and improvements taken?		
f.	Improvements to the remaining 4(f) site equal to the fair market value of the lands and improvements taken?	x	
g.	Other measures? (describe briefly)		
Coordination		YES	NO
1.	The proposed project has been coordinated with the Federal, State, and/or local officials having jurisdiction over the 4(f) lands?	x	
2.	In the case of non-Federal 4(f) lands, the official jurisdiction has been asked to identify any Federal encumbrances and there are none?	x	
3.	For bridge projects coordination with the U.S. Coast Guard has been completed (if applicable)? Not applicable		

Based on the environmental documentation and results of agency consultation and coordination, there appear to be no feasible and prudent alternatives to crossing the Ice Age Trail and State Equestrian Trail with the proposed highway expansion project. Measures to minimize harm will be met by constructing a new grade separation. A final Section 4(f) Determination for impacts on the trails will be made after the public comment period and agency coordination is completed on the type of structure to be provided.

Wisconsin Department of Transportation

P. HISTORIC STRUCTURES/BUILDINGS IMPACT EVALUATION

IDENTIFY EACH SITE BY ALTERNATIVE

Attach map to appendices depicting sites' approximate location within alternate. See Cultural Environment Map.

The following sites were identified either by field reviews or a literature search.

Alternative	Site Name	Location	May be Eligible for the NRHP	Adverse Effect	Significance of the structure and/or buildings.	Does FHWA Section 4(f) apply?
1, 2, 3	St. Mary's Spring R. Catholic Academy Complex	County K & WIS 23	Yes	No	Historically and architecturally	No
2	Hickory Road Farmhouse	N6568	Yes	No	Historic	No
1, 2	Tower Road House	N6601	Yes	No	Historic	No
1, 2	Spruce Road House	W7710	Yes	No	Historic	No
1, 2, 3	Old Wade House RobinsonHerrling Sawmill Charles Robinson House	Old Wade House State Park	Buildings are listed on National Register of Historic Places	No	Historic	No
1, 2	House on STH 23	East of St. Paul's	No	Not applicable	Historic	No
1, 2, 3	Farmstead on STH 23	East of Chickadee	No	Not applicable	Historic	No

EFFECTS UNDER SECTION 106

*Assessment of Effects under Section 106 of the National Historic Preservation Act.
(An adverse effect is found when a project may alter, directly or indirectly, any of the characteristics of a historic structure or building that qualify it for inclusion in the National Register of Historic Places.)*

☒ No Historic Properties Affected ☒ No Adverse Effect ☐ Adverse Effect (specify)

The St. Mary's Spring Academy Complex appears to be eligible for listing on the National Register of Historic Places. The work done as a part of this project will occur on the west side of County K, opposite of the grounds that the Academy are located.

The Old Wade House complex is located south of the existing WIS 23. Expansion of the highway to 4-lanes will only occur on the north side of WIS 23, opposite of the grounds that the Old Wade House is located.

NATIONAL HISTORIC LANDMARKS

National Historic Landmark in project area?

There are no National Historic Landmarks in the project area.

ADVERSE EFFECTS WITHOUT A SECTION 4(F)

*Describe any alternative with an adverse effect, but without a Section 4(f) use, and indicate whether it is feasible and prudent
A map, which shows the structures/buildings in relation to the project and a sketch, plan, or other graphic, which clearly illustrates the effects on the structures/buildings, must be included.*

The St. Mary's Spring Academy Complex has no Section 4(f) land being taken. Some non Section 4(f) Academy lands may be acquired.

Wisconsin Department of Transportation

Q. ARCHAEOLOGICAL SITES IMPACT EVALUATION

Identify Native American Tribe(s) expressing an interest in the project.

<u>Notified on June 10, 2002</u>	<u>Interest as Consulting Party</u>	<u>Date</u>	<u>Tribe</u>
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Bad River Band of Lake Superior Chippewa
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Forest County Potawatomi Community of Wisconsin
<input checked="" type="checkbox"/>	<input type="checkbox"/>		HoChunk Nation
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Lac de Flambeau Band of Lake Superior Indians of Wisconsin
<input checked="" type="checkbox"/>	<input type="checkbox"/>		LacCourte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	9/3/02	Menominee Indian Tribe of Wisconsin
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Mohican Nation, Stockbridge Munsee Community of Wisconsin
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Oneida Tribe of Indians of Wisconsin
<input checked="" type="checkbox"/>	<input type="checkbox"/>		St. Croix Chippewa Indians of Wisconsin
<input checked="" type="checkbox"/>	<input type="checkbox"/>	6/21/02	Iowa Tribe of Oklahoma
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Prairie Band Potawatomi Nation
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Sac & Fox Nation of Oklahoma
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Sokaogon Chippewa (Mole Lake) Community of Wisconsin Chippewa Indians of Wisconsin
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Red Cliff Band of Lake Superior
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Other: Bureau of Indian Affairs, Fort Snelling, MN

IDENTIFY EACH SITE

Identify each site by alternative. See map depicting sites' approximate location within alternates.

Alternative	Site Name	Site #	Phase 2 Needed	May be Eligible for NHRP	Description & Pertinent Info on Site, e.g., historic, prehistoric, archaic, etc.	Site Affected?
1, 2	Gruber	FD-473	No	No	Historic Euro-American	
1, 3	Distrit 2 School	FD-474	No	No	Historic Euro-American	
1	Reitz	FD-475	No	No	Historic Euro-American	
1, 2	Log Tavern	FD-476	No	No	Historic Euro-American	
1	Bowe	FD-477	No	No	Historic Euro-American	
1	Poch	FD-478	No	No	Historic Euro-American	
1, 2, 3	Mary Hill	FD-479	No	No	Historic Euro-American Pre-contact Native American	
1, 2	Koepke	FD-481	No	No	Historic Euro-American	
2, 3	Simon	47 FD-490	If unavoidable	Yes	Pre-contact Native American	Not known
2, 3	Swamp Cabbage	47 FD-491	If unavoidable	Yes	Pre-contact Native American	Not known
2, 3	Gueling Well	FD-492	No	No	Historic Euro-American	
3	Windy Beans	47 FD-494	If unavoidable	Yes	Pre-contact Native American	
3	Braun	47 FD-496	If unavoidable	Yes	Pre-contact Native American	
1, 2, 3	Storm Front	47 FD-497	If unavoidable	Yes	Pre-contact Native American	
1, 2	Pine Acres	Not assigned	No	No	Historic Euro-American	
3	Point Dance	Not assigned	If unavoidable	Yes	Pre-contact Native American	Not known
1, 2, 3	Limberg	47 SB-381	If unavoidable	Yes	Historic Euro-American	Not known
2, 3	Red Beans and Rice	SB-381	No	No	Pre-contact Native American	
2, 3	Jambalaya	SB-382	No	No	Pre-contact Native American	
1, 2, 3	Thistle Flake	SB-383	No	No	Pre-contact Native American	
1, 2, 3	Mullet River North	47 SB-385	If unavoidable	Yes	Pre-contact Native American	Not known
1, 2, 3	Mullet River South	47 SB-386	If unavoidable	Yes	Pre-contact Native American	Not known
1, 2, 3	China Bowl	SB-387	No	No	Historic Euro-American	
1, 2, 3	Big Bolt	SB-388	No	No	Historic Euro-American	
1, 2, 3	Davies Bridge	SB-393	No	No	Historic Euro-American	
1, 2, 3	Sippel	47 SB-394	If unavoidable	Yes	Historic Euro-American	Not known
2, 3	Loud Geese	47 SB-395	If unavoidable	Yes	Pre-contact Native American	Not known
2, 3	Bartz	47 SB-396	If unavoidable	Yes	Pre-contact Native American	Not known
2, 3	Bartz Point 2	SB-398	No	No	Pre-contact Native American	

ARCHAEOLOGICAL LANDS

Archaeological sites affected in project area?

Alternative 1 5 Sites Potentially affected, 3 prehistoric Native American and 2 Euro American.

Alternative 2 9 Sites Potentially affected, 7 prehistoric Native American and 2 Euro American.

Alternative 3 12 Sites Potentially affected, 10 prehistoric Native American and 2 Euro American.

TRADITIONAL CULTURAL PROPERTIES

Traditional Cultural Properties (TCP) in project area? Discuss consultation and explain the treatment/mitigation. Type of TCP?

There are no properties known at this time, may be identified with Native American tribe comments.

SACRED SITES

Are there Sacred Sites in the project area? Discuss consultation and decisions reached. Attach documentation.

There are no sacred sites known at this time, may be identified with Native American tribe comments.

CEMETERIES

Are there cemeteries in the project area? Names, maps, deeds, associations. Will burials be affected?

There are two cemeteries found within the area of the existing alignment. The Forest Home Cemetery is about 1000 feet north of the highway on Hillview Road and the Forest Cemetery just north of Poplar Road, west of County W. Neither cemetery will be affected by the construction of the additional lanes.

HUMAN REMAINS/BURIALS

*Were human remains/burials reported or encountered during archaeological studies?
Type?*

No remains were found during identification studies.

SECTION 4(F)

*Do FHWA requirements for Section 4 (f) apply to the project's use of the historic property?
Will there be an adverse effect?*

Yes. There are no properties with archaeological resources identified for Section 4 (f) through Phase 1. Areas recommended for Phase II will be completed for the Final EIS. Archaeological sites are not Section 4(f) for information gained, but are considered 4(f) for their locations.

DATES OF CONSULTATION

☒ SHPO

First notification of highway expansion study in July 2002.

☒ Native Americans, Specify Tribe(s)

First notification of highway expansion study in June 2002.
Consultation will continue when a preferred alternative is selected.

DETERMINATION OF ELIGIBILITY

Has a Determination of Eligibility (DOE) been prepared?

Not applicable until final corridor is determined and evaluation studies are completed.

DOCUMENTATION FOR CONSULTATION

Has a Documentation for Consultation (D for C) been prepared?

Not applicable until final corridor is determined and evaluation studies are completed.

MEMORANDUM OF AGREEMENT

Has a Memorandum of Agreement (MOA) been prepared?

Not applicable until final corridor is determined and evaluation studies are completed.

DATA RECOVERY PLAN

Has a Data Recovery Plan been prepared?

Not applicable until final corridor is determined and if there is an a property eligible for the NHRP.

ADVISORY COUNCIL ON HISTORIC PRESERVATION

Is the Advisory Council on Historic Preservation (ACHP) participating in the project?

Not applicable until final corridor is determined and whether there will be an effect to a NHRP.

PUBLIC INTERPRETATION PARTICIPANTS

If necessary, the participants will be made up in part by WisDOT District staff, FHWA, NATAM, SHPO, archeologists, and interested parties.

CONTRACT SPECIFICATIONS

Will commitments to be included in contract specifications?

Not applicable until final corridor is determined and effect to archeological resources are known.

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**R. HAZARDOUS SUBSTANCES OR UNDERGROUND STORAGE TANKS
(UST's)**

AFFECTED PARCELS

Briefly describe the results of the initial (Project Review) Reconnaissance on the parcels affected by this project.

There are 12 AST (Aboveground Storage Tank) sites along Alternate 1 and 2. There are 6 AST sites along Alternate 3.

There are 2 LUST (Leaking Underground Storage Tank) sites along Alternates 1 and 2.
There is 1 LUST site on Alternate 3.

There are 2 UST (Underground Storage Tank) sites along Alternates 1 and 2.

There are 6 AST sites along Alternate 3.

CONTAMINATION TYPE

Indicate the type(s) of contamination (if any) suspected to be affecting sites in the project area.

All contamination types are petroleum.

PARCELS REQUIRED FOR ENVIRONMENTAL SITE INVESTIGATION

Indicate the number and identify the parcels, which are determined to require an Environmental Site Investigation or for which the Initial Project Review - Reconnaissance was not conducted.

Not applicable until final corridor is determined or construction limits are known.

PROPOSED COURSE OF ACTION

Describe proposed course of action to avoid hazardous materials contamination for this project. For example, changes in location, changes in design, remediation of contaminated areas, etc.

Not applicable until final corridor is determined or construction limits are known.

Wisconsin Department of Transportation

S.

AESTHETICS

VISUAL CHARACTER OF LANDSCAPE

Identify and briefly describe the visual character of the landscape. Include elements in the view shed such as landforms, water bodies, vegetation and human developments.

No Build Alternative

Fond du Lac County is currently urban near County K and as WIS 23 continues eastward to County UU, the rural land is developing to residential and commercial properties. From County UU to County W the existing land is slightly rolling with sporadic glacial deposits known as drumlins. Farming dominates the landscape with intermittent residential housing. Easterly from County W to County T in Sheboygan County is a rising upland, partially wooded area to the north and wetland to the south. WIS 23 for the most part follows those natural features as it approaches the Kettle Moraine State Forest. The Kettle Moraine State Forest and surrounding areas is made up of heavily forested ridges, conical hills and flat outwash plains, mostly composed of sand and gravel. Finally, from the Kettle Moraine, WIS 23 follows a fairly steep grade towards County P, as the Kettle Moraine area gives way to the community of Plymouth and farmland.

VISUAL QUALITY AND SENSITIVITY OF LANDSCAPE

Indicate the visual quality of the view shed and identify landscape elements that would be visually sensitive.

The above-described area is fairly unique in Wisconsin and provides visual quality view sheds and landscape elements throughout. From County K, which runs over the glacial formed Niagara Escarpment, through the drumlin formations of Fond du Lac County, to the moraine ridge in Sheboygan County.

VIEWERS OF THE FACILITY

Identify the viewers who will have a view of the improved transportation facility and those with a view from the improved transportation facility. Indicate the relative numbers (low, medium, high) of each group.

No Build Alternative

The views would not change.

Alternative 1

This alternative, and much of Alternate 2, and the eastern portion of Alternate 3 will follow the existing roadway. The viewers of the improved facility will remain the same, with some viewers being closer to the additional lanes. Other residences directly in the path of the improvements will be removed.

Alternative 2

The portion of this alternate that does not follow the existing roadway will infringe upon the view of approximately 10 residential buildings.

Alternative 3

The portion of the alternative that does not follow that of Alternative 2 would impact the view of approximately 20 residences and nearby a mobile home development.

EFFECT ON VISUAL CHARACTER

Describe whether and how the project would affect the visual character of the landscape.

No Build Alternative

There would be no change of visual character.

Alternative 1

Additional lanes on one side of the existing roadway would increase the highway landscape considerably. Some features, such as drumlins or wetlands would require additional land and impacts to that land for the highway.

Alternative 2

In addition to the affects described above, the new roadway would adversely affect the rolling appearance of the land previously disturbed only by farmland and some residential development.

Alternative 3

The portion of the alternative that does not follow that of Alternative 2 would cross very hilly, rolling agricultural land.

EFFECTS OF VIEWER GROUPS

Indicate the effects the project would have on the viewer groups.

No Build Alternative

There would be no new effects on the viewer groups

Alternative 1

This alternative, and much of Alternate 2, and the eastern portion of Alternate 3 will follow the existing roadway. The viewers of the improved facility will remain the same, with some viewers being closer to the additional lanes. Some property values will likely drop due to the increased view of the highway. Other residences directly in the path of the improvements will be removed.

Alternative 2

The portion of this alternate that does not follow the existing roadway will infringe upon the view of some residences that previously viewed only farmland and natural terrain. The view of the highway would detract from the previous view and likely decrease some value in their residences.

Alternative 3

The portion of the alternative that does not follow the existing roadway will infringe upon the view of some residences that previously viewed only farmland and natural terrain. The view of the highway would detract from the previous view and likely decrease some value in their residences.

MITIGATION OF ADVERSE VISUAL EFFECTS

Discuss mitigation measures to avoid or minimize adverse visual effects or enhance positive aesthetic effects of the project.

No Build Alternative

There would be no mitigation necessary.

Alternative 1, 2, and 3

Measures to minimize adverse aesthetic impacts will include roadway design features to blend existing landscape, planting and natural vegetation of the cut and fill slopes. This may include planting wildflower species. Vegetative screening will be considered where practicable to minimize the impacts to adjacent properties. WisDOT will preserve the existing vegetation as much as possible.